



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western Intercom



## Cover Story

Military Representatives at the Regional Headquarters consist of the U.S. Air Force, Department of the Army and the Department of the Navy. The U.S. Air Force Representatives office consists of: Lt. Col. Gerald L. Floyd, Lt. Col. James F. Corr and Major James H. Epps, who are all U.S. Air Force Representatives to the FAA, and Octavia "Tanya" P. Acosta, Secretary. The Air Force Representatives to the FAA are appointed by the Secretary of the U.S. Air Force to formulate the Department of the Air Force position on airspace matters and represent the Air Force in the coordination and negotiation of all matters pertaining to military air operations in the national airspace system. Featured on the cover are: Lt. Col. James F. Corr, Octavia "Tanya" P. Acosta, Major James H. Epps and Lt. Col. Gerald L. Floyd (seated). Cover photo by Barbara Abels.

## Government Executives Not Overpaid

Are you at the pay ceiling? If the answer is "yes," the next key factor is when did you get there? Anyone reaching the ceiling by 1970 has been losing ground ever since. And the loss has been substantial. The Federal Executives League has just published an analysis that compares your purchasing power today with the level in 1970. At that time the federal pay ceiling was \$36,000. Since then it has grown to \$50,112. But in terms of constant dollars adjusted for infla-

tion, your real income has dropped to \$27,634.


Here are the figures:

| <u>Fiscal Year</u> | <u>Pay Ceiling</u> | <u>Constant 1972 Dollars</u> |
|--------------------|--------------------|------------------------------|
| 1970               | \$36,000           | \$39,404                     |
| 1971               | 36,000             | 37,492                       |
| 1972               | 36,000             | 36,000                       |
| 1973               | 36,000             | 34,026                       |
| 1974               | 36,000             | 31,029                       |
| 1975               | 36,000             | 28,313                       |
| 1976               | 37,800             | 28,270                       |
| 1977               | 39,600             | 27,946                       |
| 1978               | 47,500             | 31,240                       |
| 1979               | 47,500             | 28,707                       |
| 1980               | 50,112             | 27,634                       |
| 1981               | 50,112             | 27,634                       |

The next time someone suggests to you that government executives are overpaid...give them an eyeful of these numbers. They tell quite a story.

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## Military Office Staffs



Top: The Department of the Navy Representative in the FAA Western Region Headquarters is an extension of the staff of the Chief of Naval Operations (OP-51) and is tasked to advise all U.S. Navy and U.S. Marine Corps Commands and staffs in the Western, Northwestern, Rocky Mountain and Alaskan Regions on airspace, airfields and air traffic control matters. Left to right are: Master Chief Bud Whitfield, USN; Marilyn Miller, Secretary; Commander Charlie Jorgensen, USN; and Lt. Col. Vince Coll, USMC.

Below: The Department of Army Regional Representatives to the FAA are appointed by the Secretary of the Army to formulate the Department of the Army position on airspace matters and represent the Army in the coordination and negotiation of all matters pertaining to military air operations in the national airspace system. Standing: Marie Scholte, Secretary; Sgt. 1st Class Gwen Johnson; Chief Warrent Officer (Grade 2) John L. Hopper, Assistant DARR; and Lt. Col. Robert E. Evans (seated), Department of Army Regional Representative. Photos by Barbara Abels.

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## Order Cancelled

The Office of Airport Planning and Programming (APP) is cancelling obsolete Order 5100.6A, Appalachian Regional Development Act of 1965 - Supplementary Grants for Federal-Aid Airport Program Projects, dated December 11, 1968. The cancellation will appear in the next issuance of the directives checklist.

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## DARC Passes Tough Test

The agency's new backup for the enroute computer system had its first prolonged operational test earlier this month, and it came through with flying colors. The Direct Access Radar Channel (DARC) was turned on at the Chicago Center at 9:00 p.m. Friday, Dec. 5, and it was used continuously by the entire Center until around mid-day Dec. 7. DARC has been on a 60-day operational test since Oct. 26 at the Chicago and Washington Centers, but up until the 39-hour test at Chicago it has been used only for short periods when traffic was light. (The one exception, reported earlier in INTERCOM, was when it was pressed into unplanned service for more than five hours at the Washington Center during prime time.) The prolonged test at Chicago proved, among other things, that DARC is reliable and that controllers can use it to handle heavy traffic without a hitch. In fact, controllers at Chicago indicated they preferred DARC to broadband radar as a backup. If everything continues to go okay, the Chicago, Washington and Salt Lake Centers will be commissioned in early February. The remaining 17 Centers are scheduled for commissioning by next summer.

## Fuel Saving Planned For Northeast U.S.

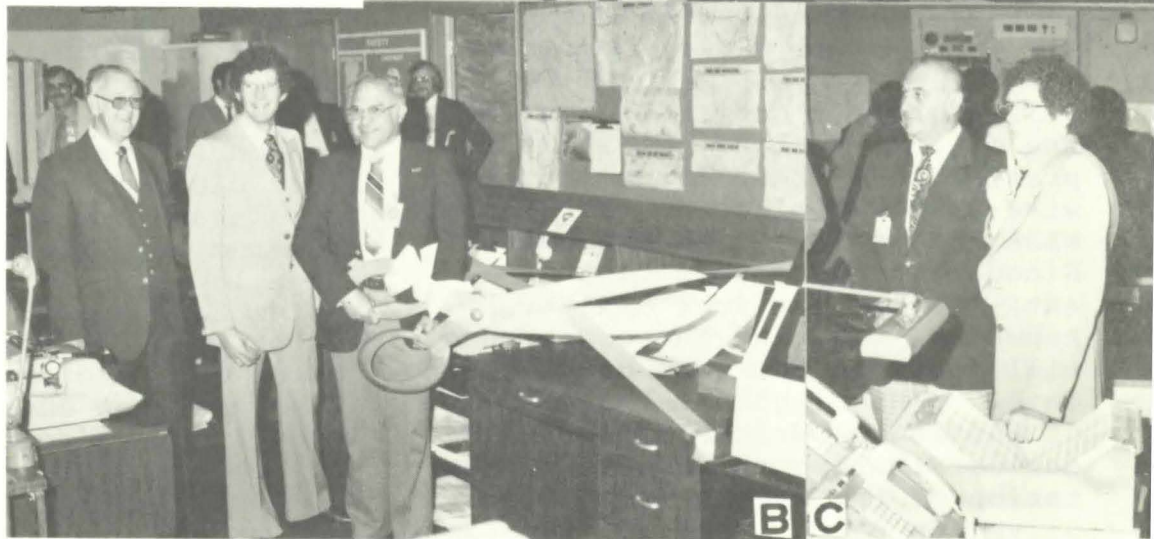
Passenger jets in the Northeast Corridor will be climbing to higher altitudes earlier in their flights and staying there longer as part of an agency plan to conserve fuel by streamlining ATC procedures on the Washington-New York-Boston air routes. Administrator Bond said the new procedures, which were devised by the Eastern and New England Regions in cooperation with industry, are expected to save an estimated four million gallons of aviation fuel annually when fully implemented. Maximizing the time jets spend at high altitudes saves fuel because jet engines operate more efficiently in high, thin air. Other fuel-saving procedures include elimination of circuitous routings wherever possible, route changes to eliminate bottlenecks and the modification of some speed restrictions. Most of the changes in the New York area will not be made until after the new Terminal Radar Control Facility there becomes fully operational early next year. Other changes that require regulatory or budgetary action probably won't be implemented until late 1982 or early 1983.

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## Retiree Death

We are sorry to report that FAA Retiree Carl W. Buckley passed away recently in a hospital in Tacoma, Wash. Carl served in many locations, including Fort Jones, Wendover, Utah, before his retirement from the agency in the late '60s.

LAX Center  
Weather  
Service Unit  
Commissioned



A Center Weather Service Unit was commissioned at Los Angeles Center on Nov. 25, 1980, completing a joint FAA/National Weather Service program to provide aviation weather information to the 20 Centers in the continental U.S. The Center Weather Service Unit (CWSU) will advise the air traffic controllers at the Center on aviation weather information that is pertinent to flight safety and aircraft operations in the enroute area. The CWSU will be staffed by three National Weather Service meteorologists who will monitor aviation weather conditions of the southern California, southern Nevada and western Arizona geographical areas and keep the Center controllers continuously advised of weather

changes, particularly those that may pose a hazard to aviation or that may impede air traffic flow. FAA Towers and Flight Service Stations offering En Route Flight Advisory Service (EFAS) will also receive this weather data. A--Joe Palumbo (left), Air Traffic Plans and Programs; Robert Cox, Sector Manager, Los Angeles Center; Gerald Walton, Acting Center Chief; and Marti Shute, Palmdale Chamber of Commerce. B--Don Thompson (left) Palmdale National Weather Service; Walt Rodgers, Team Leader, Center Weather Service Unit, Los Angeles Center; and Antonio Soza, Vice Mayor, City of Palmdale. C--George Spingler (left), Establishment Engineering Branch, and Walt Rodgers, Los Angeles Center.

## The News In Brief

The Technical Center will be the site of two major public meetings early this year. First, the agency will host a public workshop there Jan. 7-9 to discuss new concepts of aircraft separation that would give pilots more freedom in the national airspace system and reduce the demand on the existing ATC system. This is one more effort in a program started in 1978 to get the public more involved in shaping the airport and airway system of the future. Then, Feb. 18-19, FAA will sponsor a conference on the use of anti-misting jet fuels to prevent post-crash fires in otherwise survivable accidents. FAA and NASA are working with the United Kingdom in the development of an anti-misting jet fuel additive, known as FM-9, and the conference will focus on the work completed to date. ● Highlight of the Aero Club of Washington Wright Dinner held earlier this month was the presentation of the Wright Trophy to Olive Ann Beech. She was the first woman ever to receive the trophy and was cited for "five decades of outstanding leadership in the development of general aviation." The trophy is awarded annually for "service of enduring value to aviation." The last FAAer to receive it was Administrator John Shaffer, who was honored in 1972 for "his outstanding leadership of the worldwide operations of the FAA..." ● Despite all the rhetoric about an overblown Federal bureaucracy, the number of civilian workers on Uncle Sam's payroll has actually declined over the past decade. The Washington Post noted recently that the Federal Government had 1,987,000 permanent employees in 1970 but only 1,866,800 as of September 1980, in spite of significant growth in the size and complexity of Government programs.

The Post attributed some of the job drop-off to the post-Viet Nam reductions in Defense Department civilian employment but added that "throughout the decade, there has scarcely been a period in which some sort of hiring limitation was not in force."

● A new, long-range surveillance radar has been commissioned at Middleton Island in the Gulf of Alaska, helping to close the radar gap between Anchorage and Seattle. The gap is expected to be entirely closed when the Canadians install a long-range radar at Sandspit, British Columbia, next year and FAA commissions a similar one on Biorka Island, near Sitka, in 1982. ● Because grass landing strips often blend in with surrounding terrain and are difficult to find from the air, the agency is developing a low cost lighting and marking system for unpaved runways. The system was developed at the Tech Center and is currently being tested at several New Jersey, Maryland and Pennsylvania airports. Tech Center engineers are also anxious to have the system tested in other states and letters explaining the system were recently mailed to all state aviation directors. ● All but one of the top five best-selling turbojet transports currently in service around the world are Boeing aircraft, according to the latest Exxon survey of turbine-powered airplanes operated by the world's airlines. As of June 1980, the top five aircraft were the B-727 (1,560 in service), DC-9 (856), B-737 (593), B-707 (493), and B-747 (420). Altogether, the survey showed 5,756 turbojets in service worldwide, plus another 992 on order. The USSR's Aeroflot was not included in the survey. ● The agency's newest TRACON was dedicated at Spokane International, Felts Field in Coeur d'Alene, Idaho, and Fairchild AFB. The new radar facility replaces one previously located at the Air Force facility.

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## William J. Fox Tower

William J. Fox Airport hosted the Second Annual Open House--Barnstormer Affaire--in November. About twice as many people attended this year--the crowd was estimated at 10,000. Congratulations to Patricia Karnstedt, Richard Crosley and Fred Ellinger for receiving Special Achievement Awards. Congratulations also to Fred for receiving his 25-year service pin. Kudos to Gene Leydecker for a gear-up save.

● Be wary of unfamiliar telephone callers asking you to go to another office for some reason. This is a very old method used by thieves to get you out of your office so that they can enter unobserved.

● Keep small office equipment, such as electronic calculators and tape recorders, in secured areas when not actually in use.

With your cooperation and reasonable precautions we can prevent these instances from occurring. Report ALL thefts of government equipment, as well as personal property, to AWE-53, FTS 966-6208.

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## Security Precautions For The New Year

To help keep government equipment and personal belongings safe from theft, misuse or misappropriation, the following suggestions will do much to discourage and curtail the problem:

- Do not leave your office doors unlocked when the office is unoccupied.
- Do not hang coats near the entrance of your office. They can very easily be stolen while you are busy during the day.
- Do not leave your purses, wallets or valuables on desks, counters, shelves or anywhere in plain view.
- Money, negotiable documents or valuables maintained in offices should be kept in a locked safe.
- Do not permit unattended solicitors or peddlers in your office. Thieves will engage you in conversation while surveying your office. Please call the Logistics Division's Services Branch, AWE-53, FTS 966-6727, and advise them of solicitors in government space.

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## Oakland Airway Facilities Sector

Congratulations to Chuck Cage and Larry Bowen who received 25-year service emblems, and to Rocky Riberal who received a 15-year service emblem. Letters of Appreciation: From Sierra Academy of Aeronautics to Gene Cole and Roy Griffin for providing a tour for the students; from Glenn Cross to Dick Fong for playing a major role in determining the RML-4 interference problem; from Glenn Cross to John Lavery for his in-depth analysis and restoration of the Terracom receiver on the San Jose BRITE radar system. The Sector again decided to make a donation to the Salvation Army in lieu of exchanging Christmas cards with other Sector employees. Due to the generosity of many of our employees, we made a cash donation of \$60 and a box of food to the Oakland Office of the Salvation Army. Many thanks to all who contributed to this project. A retirement party for Roy Griffin and Bill Pan will be held on Friday, Jan. 23, at the Alameda Naval Air Station Officers' Club. Contact the Sector office for further details.

## Health Club Discount

From now until May 15, FAA employees and FAA Western Credit Unit employees in southern California may join Jack La Lanne's Health Club for 50 percent off the regular price of one-year's membership (\$130 or \$40 down and three payments of \$30). Members that took advantage of this special offer are not eligible to renew at this price. Enjoy swimming pools, saunas, steam baths, regular exercise courses, nutritional guidance, ladies makeup and facial consultation. Those interested may obtain a flyer at the Civilair Desk or call the local spa of your choice.

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## Jacksonville Center Is Sprint Champ

Although the Jacksonville Center ranks ninth among enroute facilities in total aircraft operations, it has a higher traffic peak than any other center. And Albuquerque, which ranks 16th overall, is a very close second when its traffic is counted for a peak minute. According to FAA's Associate Administrator for Policy and International Aviation, Dr. Bill Wilkins, the workload pattern for the centers looks very different on a minute basis than it does on an annual or daily basis. Speaking at a recent FAA briefing on the computer replacement program, Dr. Wilkins said: "Today, Jacksonville holds the honor of having the busiest minute with Albuquerque not far behind. At their busiest, each have about 750 aircraft under control in their airspace. Chicago

has 525 aircraft and Cleveland has 430 aircraft... The Chicago and Cleveland centers' activity may be compared to a marathon in requiring high endurance from the system, while Jacksonville and Albuquerque may be more like a sprint." Dr. Wilkins cited the results of FAA's first "Instantaneous Airborne Count Forecasts" which indicate that Jacksonville will remain number one in this category over the next decade with 945 aircraft aloft at its busiest moment in 1991. However, Houston is expected to vault into second place with its instantaneous traffic count jumping from the present level of 550 aircraft to 900 in 1991. Dr. Wilkins noted that these traffic peaks must be a major concern in sizing the computer system that will replace the IBM 9020s in the centers.

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## El Monte Happenings

Our new Chief, Jim Knolton, is slowly settling and adjusting to El Monte's one-half mile visibility versus the 100 miles enjoyed at Palmdale. Jim was promptly installed as Vice President of the LA Basin Facility Chief's group. Fred Berry, Team Supervisor, will be taking Jim's old job as Chief of Palmdale Tower. Fred will be greatly missed at El Monte and we all wish him well in the High Desert country. Charlie Register, our new Team Supervisor from Coast TRACON, is checked out and in high gear in his new duties. Moving on is Bob Fechner to Los Angeles Tower. Look luck, Bob, and thanks for your contributions at El Monte. Welcome aboard to our newest member of the family, Chuck Haltom, who will be spending Christmas in Oklahoma City. El Monte Tower wishes everyone A Happy New Year!

## Flight Save With Twist

Controllers at Dallas' Love Field recently were involved in a flight save with a twist. It wasn't until after the troubled plane landed safely that they learned they had been helping three kids fly a stolen plane. When the tower asked the pilot where he was going before takeoff, he seemed confused but finally indicated that he was VFR and flying south. The plane was later observed flying northwest, but then it was seen turning south and was dismissed. But like a bad penny it popped up again as "unknown traffic" for another plane. And a little later it popped up again asking for landing instructions. During two unsuccessful approaches, the pilot appeared disoriented and unable to control his aircraft. The flight was then taken in hand by controller Don Elfer, who continuously instructed and advised the pilot about his position, his altitude and attitude. On the third controlled attempt, after all taxiways and run-up areas in the vicinity had been cleared, the pilot landed safely. The aircraft was held on the runway, and security found that none of the three juvenile occupants had pilot licenses or even student certificates.

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## Los Angeles Airway Facilities Sector

Welcome aboard to Doris Lee, selected as the Administrative Officer. Doris comes from the Regional Airway Facilities Division. Welcome also to Janeth Ellis, Administrative Services Clerk, from Aircraft Engi-

neering District Office 42, an John Williams, new CETA employ who will be working in our Environmental Unit. Congratulations bountiful throughout the Sector. Kent Petersen was named a Distinguished Graduate of the Supervisory Initial Course at Lawton; Brad Tracy and Vickie Floyd receive promotions along with our stay school Dwayne Washington; Special Achievement Awards were presented to Evelyn Mosquera for her performance while detailed as Acting Administrative Hangar Manager and Allan Oune for his innovation making a usable unit out of spare parts from another failed unit order to get the Airport Surface Detection Equipment ASDE/NU back in service; Quality Increase Awards went to George Woo and Hayes in recognition of their performance and efforts in managing our logistics programs for approximately five months without the aid of a second supply specialist. sincere thanks to all LAX persons who contributed to this year's Orthopaedic "Crippled" Children's Fund. A grand total of \$145 was donated, along with 100 bags of candy, some assorted used toys, stuffed animals, and one gallon concentrated punch. Goodbye and lots of luck to Phillip Gonzales who is transferring to Long Beach Sector, and to Richard Hill, a temporary employee who is transferring to the Post Office.

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## Tax Time Again

Those employees who received reimbursement for moving expenses in 1980 from the FAA should be receiving IRS Forms 4782, Employee Moving Expense Information, on or before Jan. 31 for inclusion with the 1980 tax returns. Please do not call the Accounting Division with questions regarding moving expense information until after Jan. 31.

## Test Flame- Resistant Material

Next year, the FAA Technical will begin testing a new resistant material for aircraft seats that could further reduce ash fire hazards and lengthen egress evacuation time in survivable accidents. Known as "polyimide foam," the spongy, lightweight material resists ignition up to 1000 degrees Fahrenheit and even fully chars and decomposes.

The advantage is that no toxic gases are emitted until the ignition temperatures are reached. The new polyimide has been suggested as a replacement for the polyurethane, which presently is used in aircraft seat cushions which represents the largest amount of flammable material in airplane passenger cabins. The FAA tests were conducted in cooperation with the Federal Aviation Administration and Space Administration, which sponsored the development of the new material. The tests will provide four polyimide cushions which will be mounted in a cargo plane fuselage that has been modified to resemble typical jet transports. The C-133 then will be subjected to test fires representative of those that might occur in actual accidents.

five-day delay in getting an operating certificate from the FAA. The delay was the result of deficiencies in the maintenance and operating programs submitted by New York Air, a subsidiary of Texas Air Corporation, in its application for the certificate. The agency, which issued the certificate on Dec. 18 after the deficiencies had been corrected, also announced that it is proposing to change its regulations to prevent New York Air from flying more than its allotted share of flights into Washington National Airport.

## Consumer Program Set

The agency's new consumer program goes into effect this month. Developed in response to an executive order issued by President Carter last year, the program encourages increased consumer participation in FAA policy making and other agency activities. At the same time, it is also intended to encourage FAA policy makers to consider the consumer viewpoint. Among other things, the program calls for additional informational materials designed for consumers, improving complaint handling and offering specialized training for both agency employees and consumers.

## New York/DC Service

New York Air, a new airline formed to provide a daily shuttle service between New York and Washington, made its first flight on Dec. 19 after a

