



U.S. Department
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**Federal Aviation
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Western Intercom



Cover Story

This week we feature the Personnel Management Division's Labor Relations Branch. A primary job of the Labor Relations Branch is to provide advice and guidance to Management in its rights, responsibilities, and obligations with regard to the Labor-Management Relations Program as intended by Title VII of the Civil Service Reform Act. The Branch Chief is Fritz Sperling. The specialists are: Bill Burke, Al Potter and June Anderson. Branch Secretary is Alice Mirth. The specialists in the Branch serve as spokespersons on the Management side in negotiating labor-management contracts with labor organizations; administer grievance procedures agreed upon by the parties in their contracts; assist Management and the union in resolving grievances; represent Management in arbitrations and hearings where a dispute needs to be decided by a third party; and work with unions, supervisors and the Federal Labor Relations Authority to resolve Unfair Labor Practice (ULP) charges. The Labor Relations Branch also administers the agency grievance procedure for employees who are not covered by a labor-management contract; the agency conduct and discipline program; and appeals of agency personnel actions to the Merit Systems Protection Board. Fritz Sperling also serves as the Western Region's Alcoholism and Drug Abuse Program Coordinator. Featured on the cover is Fritz Sperling (bottom left) and his staff (left to right): Al Potter, June Anderson, Bill Burke and Alice Mirth. Cover photo by Barbara Abels.

Six Picked For Top EEO Awards

Six FAAers have been selected to receive Awards for Excellence in Equal Employment Opportunity. This is the highest agency award for EEO achievement and may be granted only by the Administrator. The six regional employees received their awards in person from Administrator Bond on Jan. 15. Western Region employees chosen for this distinguished honor were: Robert J. Juarez, Electronics Technician, Phoenix Airway Facilities Sector, who fostered EEO goals with perseverance in the Federal service and the community, and John S. Romero, Electronics Technician, Los Angeles Airway Facilities Sector, who was largely responsible for the success of the EEO program at the Los Angeles Airway Facilities Sector. Others receiving this honor were: Southern Regional Director Louis J. Cardinali, who was cited for his extraordinary EEO commitment in all Southern Region activities; Clinton A. Murphy, Chief, Airway Facilities Division, Eastern Region, honored for dedication in furthering EEO goals, particularly among technicians, mechanics and engineers; Elliot Reid, Jr., controller, Southern Region, cited for outstanding leadership of the National Black Coalition; and Mario Signorello, Proficiency Development and Evaluation Officer, Southern Region, who was cited for dedicated and inspired work in minority recruitment and training for Southern Region Airway Facilities programs.

Los Angeles Center Airway Facilities Sector

Welcome aboard to Eugene Tiede, Electronics Technician, assigned to the Computer Display Channel section. Two departures from the agency include Richard Beary, Radar Technician, who returned to college full time in Texas. It's so long until July to Wrenell Leaver, Coop Student, who has completed six months of on-the-job training, and is returning to Antelope Valley College for the Spring semester. Good luck to all. Our sincere sympathy is extended to Vicki Fessenden, clerk/steno, and family in the recent loss of her mother. Roland DeMond, Communications Technician, is slowly recovering from a motorcycle accident. Roland is recuperating at home and thanks everyone for the flowers, cards and encouraging visits. Ed Case, Engineering Technician, has returned to work after recent surgery. Carole Crane, Administrative Officer, has returned after three days in a hospital as the result of a sneeze. Promotions received included: Ubaldo Maestas, Utility Systems Repairer Operator/EEO Counselor; Donald Horton, Radar Technician; and Lois Lewis, selected for the General Supply Specialist position. Other awards presented were to Paul Gallup, Communications Technician-In-Depth, who received a Quality Increase Award for his valuable contributions to the Los Angeles Center communications system. Jack Melano, System Performance Specialist, celebrated 25 years government service; Elliott Paul Quick, Electronics Technician, 15 years; and John Westerly, Maintenance Mechanic, 3 years of service. Letters of Appreciation acknowledged: Larry Leifried, Computer Display Channel/Direct Access Radar Channel (CDC/DARC) Section Chief, from Martin C. Elliott, Chief, Maintenance Engineering Branch, for his excellent

FAA Gets Presidential Energy Efficiency Award

Energy-saving measures, such as the installation of solar-powered facilities and marked reductions in gasoline consumption, have earned FAA "The President's Award for Energy Efficiency." The agency was cited for reducing energy consumption by 13.5 percent over a period of four years, 1975-1979. During that time, FAAers have saved energy in various forms, from auto and aviation gasoline to electricity and propane. Consumption of auto fuel, for instance, was reduced by cutting total mileage by 15 percent and concurrently increasing miles-per-gallon by 15 percent. The agency also has been a pacesetter in the development of special employee energy awareness programs.

performance as Enroute Automation/Radar Section Chief during Oct. 10-Dec. 11, 1980; Blaine Hudson, Systems Engineer, from the American Red Cross for his recruiting/coordinating of employee participation in the recent Blood Program; Robert Snoddy, Environmental Chief, from the Reno Sector Manager for his class instruction of the EP-2 course; Edgar Richardson, Central Computer Complex Processor Unit Chief, and Ramon Espinoza, Peripheral Device Technician, from the Santa Barbara Airway Facilities Sector Field Office Chief, for their combined efforts in the repair of their flight strip printers; and Gary Meyers, Proficiency Development/Evaluation Officer, from the Women's Career Development Center, Van Nuys, for his excellent tour presentation/career opportunities information. Congratulations to everyone for his accomplishments and best wishes for continuing success in the new year.



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Father and Son Team Train Together At FAA Academy

The Western Region recently provided two generations of the Harman family for technical training at the FAA Academy. Charles A. "Chuck" Harman of the Flight Inspection and Procedures Staff, Flight Standards Division, and his son, Charles E. Harman, General Aviation Operations Inspector, Long Beach Flight Standards District Office, attended academy training together during the first half of January. Chuck underwent initial pilot qualification in the Beechcraft-90 King Air type aircraft and his son attended the Aircraft Accident Investigation Fundamentals course. We are certain that such a coincidence is rare indeed.

New LAX Domestic Airlines Terminal Design Approved

The schematic design for a new passenger terminal at Los Angeles International Airport (LAX) was approved by the Los Angeles Board of Airport Commissioners on Jan. 7, beginning the design development stage of the \$43.5 million project. Designated Terminal One, the 345,000 square-foot structure will be located at Sky Way and World Way at LAX and will become the first passenger building encountered by visitors to the airport. It will house four domestic airlines, have 14 or 15 aircraft parking gate positions, and have a capacity to handle over six million passengers a year. Construction is scheduled to begin in January 1982 and when

completed in June 1983 it will become the busiest terminal at the airport. The Terminal One complex will be the first completely new passenger terminal built at the airport in 17 years. Satellite Six, which is the boarding and deplaning building for the Terminal Six complex was completed in November 1963 and marked the end of the "jet age" construction program at LAX, first begun in 1957. The new terminal will feature a three-level ticketing building and a two-level concourse leading to the aircraft boarding areas. Provisions are being made so that at some future date pedestrian walk-ways spanning World Way from a parking structure across the street can be constructed, permitting direct access to the terminal. Of the total \$43.5 million project cost, construction costs are estimated at \$36.8 million; \$2.8 million for architectural and engineering fees.

Ethel Lawson Retirement Party Scheduled

Ethel Lawson, EEO Specialist and Federal Women's Program Manager on the Civil Rights Staff, recently retired from Federal service. Her Federal career of more than 32 years began in 1943 with the Navy Department. In addition to service with the War, Treasury and Interior Department, Ethel also worked abroad in Liberia as Foreign Service Staff. In 1965, she was chosen to work with the President's Council on Equal Opportunity. She joined the Department of Transportation in 1967 as a personnel specialist with the Federal Highway Administration. In 1971, she transferred to the FAA Western Region and worked in the Personnel Management Division, and later, in the Civil Rights Staff.

Throughout Ethel's Federal career, she has been recognized with several prestigious awards for outstanding achievements and accomplishments. In addition to several superior and special achievement awards, Ethel was the recipient of the Secretary of Transportation Award for Meritorious Achievement and the Administrator's Award for Superior Achievement. She also received a special commendation from former Vice-President Hubert Humphrey for her outstanding work on the President's Council.

Ethel attended George Washington University Atlantic College, and received a BA degree in Public Administration from LaVerne University.

Ethel's friends and co-workers congratulate her on her retirement from such a distinguished Federal career and extend best wishes for all good and happy things.

A retirement party will be held for Ethel in the near future. Details will be announced later.

Napa Tower Talk

Thanks to the efforts of Team Supervisor Thurman Gupton and Controllers Rozelia Cusic and Lorenzo DeHoyos, numerous contacts with minorities in the community have been made, and literature and information concerning the FAA provided. Thurman Gupton also addressed a high school career class and provided career counseling (by request) for several youthful potential applicants. Farewell to the following selectees: Jim Chivers to Reno, Tim Seal to Burbank and Team Supervisor Hal Frisby to Los Angeles as a Data Systems Specialist. Welcome aboard to Joe Pace, our new employee who is attending the Academy in Oklahoma City. Also, welcome to Leland Wingard, new Team Supervisor from Las Vegas. Team Supervisor Thurman Gupton spoke to a class of 12 pilots during the "Operation Raincheck" program at the Oakland Center. Congratulations to Dana Bailey for her promotion to full performance level controller status.

Yes, We Have A Speaker In The House

Recently, Paul Richards, Chief, Employment Branch, Personnel Management Division, was one of our speakers at an El Camino College class. Paul had been speaking for about 15 minutes, and had answered a barrage of questions, when one student was heard to say, "I didn't think people in government were that intelligent." Thank you, Paul-- we needed that!

The News In Brief

Aviation Week has included five FAA employees among 35 individuals who the magazine said made "significant contributions to aerospace in 1980." The five were cited in the Jan. 5 issue of the magazine as follows: "Edward Ellenberger, who as supervisory air traffic controller at the FAA air traffic control system's command center in Washington took the initiative to expand on a national basis the fuel-saving flow control system started earlier at O'Hare Airport in Chicago. Sid Wugalter, then chief of the center, backed up the grass-roots move and got the system formally approved. Also, C.O. Reasoner and Sabe Conely, former and present Ft. Worth air route traffic control center chiefs, and Ralph Kiss, Denver Center Chief, for pioneering the traffic metering and spacing system being adopted at other centers that promises average fuel savings of 650 lb. a flight by reducing holding times at low altitudes." ● The agency has scheduled a public hearing in Washington, D.C., for February 3 and 4 on its proposed rule to clarify the exemption procedures for issuance of airman medical certificates. The proposal also would revise the medical standard for applicants who have a history or clinical diagnosis of heart diseases. The FAA action was taken in response to a recent Federal court ruling that FAA did not have the authority under current regulations to impose certain functional limitations--such as "not valid for pilot-in-command duties"--on medical certificates granted under exemption procedures. Originally scheduled for Jan. 6 and 7, the hearing was postponed for a month to allow the public more time to prepare presentations. ● Rising fuel costs were

Ice Still Kills

Ice is still a killer, and the National Transportation Safety Board doesn't want pilots to forget it. In issue No. 12 of its 1979 "briefs" of general aviation accidents, the Board warns, "While advances in design...have reduced the hazards of ice in general aviation flying, they have by no means been eliminated." To underscore the warning, NTSB cites the crash of a modern, sophisticated Cessna Turbo Centurion in which six persons were killed. In this case, the pilot was over mountainous terrain and could not climb because of the ice. Her last transmission was, "We're having problems with ice." With this pathetic transmission remembered, the Board's last warning: "Never take icing control for granted" carries real weight.

primarily responsible for 1980 being the worst year financially in airline history. According to the latest Air Transport Association figures, the country's 40 major scheduled airlines had an operating loss of between \$150 and \$200 million last year. All told the industry's fuel bill for 1980 was about \$10 billion, compared with \$6.5 billion in 1979. This increase came despite the fact that total fuel consumption was down by about 500 million gallons. ● Boeing Aircraft Company last month sold its 1800th 727 Tri-jet, making it the most popular airplane in the company's history. Mexicana Airlines pushed the "two seven" over the 1800 mark with an order for four planes. In all, Boeing sold 353 jets in 1980, and that's the fourth best sales year in the company's history.

Permanent Change Of Station Information On Purchase of Residences In California

The cost of housing in Los Angeles and Orange Counties is substantially higher than the national average. Currently, only Hawaii has slightly higher prices. Further, based on information published in the financial pages of local newspapers, the situation is not expected to improve in the foreseeable future. Also, in times of inflation where funds available for real estate loans are in short supply, new financing may be difficult, if not impossible, to obtain. At such times, most buyers have great difficulty in qualifying for new real estate loans due to the high monthly payments, resulting from the high interest rates involved. In such circumstances, the lender may seem or is unwilling to permit assumption of the existing loan. The lender might state it will exercise or enforce any existing due-on clause in the deed or promissory note on the transfer of seller's title in order to accelerate the loan payoff. For the lender to waive its option to accelerate the loan payoff, the buyer must agree to pay the lender additional fees and a higher interest rate.

In situations where a more advantageous financing arrangement appears possible for the buyer through assumption of the seller's existing loan, the buyer should be aware of the California Supreme Court decision in the case of Cynthia J. Wellenkamp vs. Bank of America, decided August 15, 1978. This decision held that state chartered lenders cannot enforce the due-on clause contained in a promissory note or deed of trust upon the occurrence of an outright sale, unless the lender can demonstrate that enforcement is

Qualifications For Secretarial Series

In an effort to facilitate the qualifications of candidates for the Secretarial Series, GS-318, the Office of Personnel Management issued in 1980 a new qualification standard utilizing job element rating. This permits the personnel staffing specialist to rate candidates in terms of demonstrated knowledge, skills and abilities and eliminates the restrictive nature of previous bids. To permit this type rating, the Employment Branch requests a one-time completion of a Supplemental Experience Statement (SES) which specifically addresses those areas on which a rating will be based. When the rating is completed, the applicant will receive a notice of eligibility for the 318 series and grade. A copy of the SES and the rating will be filed in the official personnel folder. New material will be required only if the employee wishes a rating for a higher level based on additional experience, a promotion or such.

reasonably necessary to protect against impairment to its security or the risk of default. Since some lenders in California apparently can still enforce a due-on clause contained in a promissory note or a deed of trust (we believe Federally chartered lenders are in this position), the Regional Accounting Division strongly urges in any situation where loan assumption is being considered in the purchase of a house in California that an attorney be hired by the buyer to determine the buyer's right of loan assumption in each individual case.

Walter deGuehery Retirement Luncheon February 5

Walter A. deGuehery, Chief, Technical Support Branch, Management Systems Division, retired on Jan. 9 after 17 years of service. A retirement luncheon will be held in Walt's honor on Thursday, Feb. 5, at Lococo's Restaurant, Redondo Beach, at 11:30 a.m., \$7.00 per person. Contact Sandy Monge or Micki Hines, ext. 6406, for reservations and further details no later than Jan. 23.

FAA, Airlines Post Banner Safety Year

On the big scoreboard, FAA had a banner year in 1980. During the year, the nation's flag, trunk and local service airlines had a record low number of fatal accidents. There was only one fatal crash. In that, 13 persons were killed. This is the lowest number of fatalities since 1933, when 17 persons were killed, and this year's record was achieved during a period when there was an airliner taking off somewhere in the country every six seconds. Administrator Bond summed it up when he said, "This is a record of which the airlines and the FAA can justly be proud." The nation's commuter airlines also had an improved safety record in 1980--25 persons killed in seven fatal accidents compared with 69 killed in 13 fatal accidents in 1979. The Administrator attributed the improved safety record posted by the commuter airlines, which have con-

Tech Center Plans Another New Building

The Technical Center expects to break ground early in 1981 for another new building. This time the new structure will be a \$10.2 million technical support facility to be constructed between the recently dedicated Technical building and the older, but still contemporary, Flight Operations building. The new building will replace 26 old structures, including warehouses, shops, offices and other support facilities. It is the third phase of the Center's modernization program which began in 1963. Construction of the newest building will be financed, like the Technical building, through a bond issue. The building will then be leased to the Technical Center for a 20-year period at \$1.3 million annually. At the end of this period, FAA will assume ownership of the structure. The new facility will provide 43,500 square feet of shops and storage; 12,800 square feet of office space and an additional 19,500 square feet of outside covered storage.

sistently had poorer records than the large airlines, to increased safety consciousness on the part of the airlines, stricter enforcement efforts on the part of FAA and more stringent operating, maintenance and equipment requirements put into effect by FAA in 1979. Preliminary figures for general aviation also showed a drop, although slight, for 1980. There were 640 fatal accidents during the year, resulting in 1,280 fatalities, compared with 658 fatal accidents and 1,311 fatalities in 1979.

Special Achievement Award For Martin C. Elliott

At a recent Monday morning Airway Facilities Division staff meeting, Division Chief Bob Frehse presented a Special Achievement Award and check to Martin C. Elliott, Chief, Maintenance Engineering Branch. The award was in recognition of Martin's superior performance in managing the Branch's programs, including resource utilization, EEO goals and objectives, and support of management of objectives. We are proud of Martin's achievements and congratulate him on this recognition.

Post-Retirement Life Insurance Available

Increased post-retirement life insurance protection is now available to eligible Federal employees under recently enacted legislation. Eligible Federal employees who retired after Dec. 9 can elect to prevent the automatic decrease in their life insurance policy that occurs after age 65. Currently, life insurance is reduced two percent per month after age 65, down to 25 percent of the original face value. Under the new law, employees now can elect a lesser reduction, or no reduction at all by having premiums withheld from their retirement annuities.

Bond says, "Well Done"

As a consequence of the outstanding safety record posted by the agency and the aviation industry in 1980, Administrator Bond last week sent the following telegram congratulating all FAA Flight Standards field inspectors: "I would like to personally thank every Flight Standards field inspector for the support you have shown in the last year for the enforcement program, implementation of our new Part 135, and the Flight Standards programs, in general. A measure of your efforts is reflected, I believe, in the safety statistics for the year just past. As you may be aware, the nation's flag, trunk and local service carriers had only one fatal accident in 1980 with 13 fatalities--the lowest since 1933. Commuter airlines and general aviation also showed significant improvements when comparing 1980 with 1979. This record is one of which each of you can be justly proud. Your dedication, knowledge, and plain hard work is in no small way responsible for the safety record. Let's don't, however, forget the challenges of the New Year; we need to guard against complacency, for a single slip can change our remarkable record."

Consumer Plan Available

The January 9, 1981, INTERCOM carried an announcement on page 10 of the agency's new consumer program that went into effect last month. For copies of the consumer program as published in the Federal Register, contact Fred Pelzman, APA-400, on FTS 426-1960.

New York TRACON Joins System

The New York TRACON has gone operational in the new Charles A. Lindbergh Building in Hempstead, Long Island. The cut-over from the "Common I" at Kennedy International Airport was scheduled for 12:01 a.m., Jan. 10, with an informal commissioning set for Jan. 12. Construction of the \$25 million terminal radar approach control building was begun in January 1976 and completed in January 1978. FAA then began installation of the electronics equipment, but commissioning was delayed for more than a year because of the agency's concerns about emissions from a nearby resources recovery plant. That plant now is closed and won't re-open until adjudged environmentally safe. The new TRACON is equipped with an ARTS-III system that has 44 displays, 91 keyboard stations and a track capacity of 1,200 aircraft. The ARTS-1A in the Common I had only 12 displays. Initially, the new facility will handle approaches and departures at the three major metro airports. Later, it will also take over operations at MacArthur, Westchester County and about 25 smaller airports in the New York City area. The 413 FAA employees staffing the facility include controllers, technicians and other support personnel. During its first year in operation, the facility is expected to handle an estimated 1.5 million aircraft operations.

Specialist Jailed For Smuggling

An FSS specialist, Harold W. Carlin, from the Miami International Flight Service Station has been fired by the agency and sentenced to 18 months in prison for trying to smug-

Fullerton Tower Talk

Welcome to Pat Risner, GS-5, who is in the pre-developmental program and is spending six weeks at Fullerton Tower for her terminal orientation. Pat worked in the Regional Office in the Legal Division and also at Coast TRACON as a secretary. Congratulations to Air Traffic Control Specialist Dennis Rustad on his recent Special Achievement Award. Final preparations are underway for the manning of the temporary Anaheim Tower at the Anaheim Convention Center for four days. The tower will serve a heliport for the National Helicopter Association convention.

Charlie Rutledge Retires

Phoenix General Aviation District Office wishes to invite all friends of Charlie Rutledge, Accident Prevention Specialist, to a retirement dinner/party on Friday, Feb. 6, at the Adams Hotel, Central and Adams, in Phoenix. The party will begin at 6:30 p.m., with dinner at 8 p.m. Cost is \$10.75 per person, including tax and tip. Reservations are requested before Feb. 4. Please contact Rose or Chris at the Phoenix GADO, FTS 261-2561, or 602/241-2561.

gle marijuana into Florida. Carlin was found guilty by a U.S. District Court in December. He had been flying as co-pilot of an aircraft that dropped bales of marijuana over south Florida in May 1980. Reportedly, the DC-3 type aircraft was carrying 3,500 pounds of marijuana.