



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

Western Intercom

Dedicate Reno Building



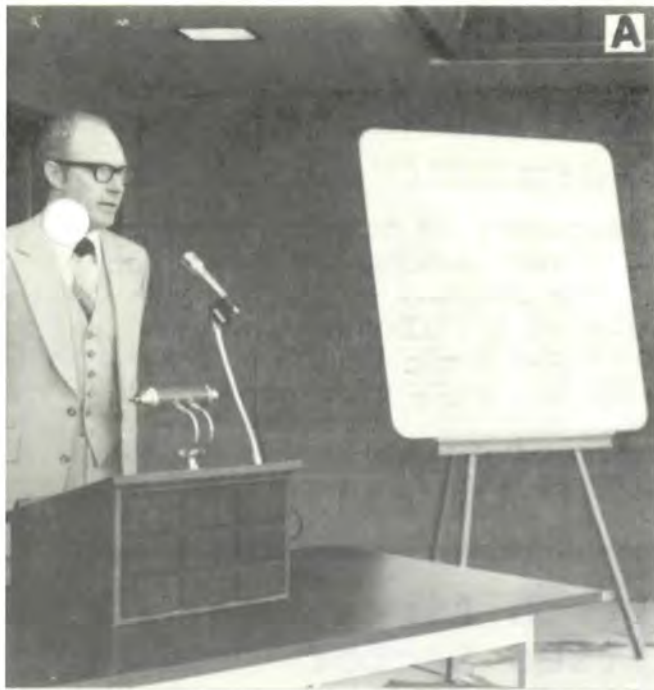
Cover Story

The formal dedication of the new General Aviation Operations Building recently took place in Reno, Nevada. The \$1.33 million facility is located in the new General Aviation area of the Cannon International Airport on the east side, at 601 S. Rock Blvd., Reno, Nevada, and houses the Airway Facilities Sector, Flight Service Station, General Aviation District Office, and the National Weather Service office. The funds for the building came from the Airport Authority of Washoe County's bond issue of 1978, which is being paid for by revenues generated at the airport. The brief dedication ceremony was held outside the building in brisk Reno weather, and attended by dignitaries from the FAA, other government agencies, city and county, military and local aviation enthusiasts. The event was also televised by ABC, Channel 8. The Nevada Air National Honor Guard began the ceremony by raising the colors, followed by the Pledge of Allegiance to the Flag by attendees. The Executive Director of the Airport Authority of Washoe County, Robert Mandeville, led the remarks with information about the building itself and the efforts of all concerned to get the Federal agencies housed in one building. Then Syl Petreccinni, Chairman of the Airport Authority Board of Directors, emphasized the importance of General Aviation to the community and how the facilities within the building served the public.

Regional Director John D. Mattson spoke to the audience highlighting the cooperation of all involved in bring the new General Aviation Operations Building into a reality after nearly two and one-half years of intensive effort. Joe Gantzer of the National Weather Service told the group what his facility adds to the community and to Nevada as a whole. At the end of the ceremony, Dean DeShazo,

manager, Airway Facilities Sector and FAA Representative, invited all attendees for refreshments and a tour of the facilities within the building.

The new Flight Service Station is staffed by Fred Kelly, Chief, and 14 specialists, and it has the latest equipment available. Because of the specially designed Q-decking concrete (which runs from one end of the equipment room, underneath the telco room, into the FAA operations room and right into the computer deck of the Weather Bureau), there is no conduit hanging from the walls as in the old facility. This makes the new facility aesthetically pleasing and much easier to work with and provides much greater versatility for any future changes which may be required. The new General Aviation District Office is staffed by Edge Ritter, Chief, and seven specialists, who are enjoying their brand-new, cheery quarters. Dean DeShazo is manager of the Airway Facilities Sector which is headquarters for 71 employees; 43 of whom are stationed in Reno. This office also has very pleasant surroundings and is the first office you see as you enter the the attractive, new building. Having all four Federal facilities in one location is a tremendous advantage in communications and cooperation and provides the flying public with even better service. Featured on the cover are the FAA officials who attended the Reno Dedication Ceremony. Left to right: Bob Frehse, Chief, Airway Facilities Division; Bob Smith, Chief, Air Traffic Division; Dean DeShazo, Manager, Reno Airway Facilities Sector and FAA Reno Representative; Fred Kelly, Chief, Flight Service Station; Ed Arri, Chief, Reno Tower; John D. Mattson, Director, Western Region; Edge Ritter, Chief, Reno General Aviation District Office; and Dick Devereaux, Chief, Flight Standards Division. Cover photo by Barbara Abels.



Dedication Ceremony General Aviation Operations Building Reno, Nevada

More than 50 persons attended the recent dedication ceremony of the new General Aviation Operations Building At Reno Nevada.

A--Dean DeShazo, Manager, Reno Airway Facilities Sector and FAA Representative at Reno, welcomes attendees to a tour of the new facility. B--The Nevada Air National Honor Guard raised the colors, followed by the Pledge of Allegiance to the flag. C--Regional Director John Mattson (center) and Bob Smith (right), Chief, Air Traffic Division,



receive a briefing from Fred Kelly, Chief, Flight Service Station. D--Reno General Aviation District Office personnel in front of the new facility: Left to right: Bill Hughes, Accident Prevention Specialist; Jack Austin, Principal Operations Specialist; Edge Ritter, Chief, Reno GADO; and Warren Fields, Principal Operations Specialist. Photos by Barbara Abels and Fred Kelly.

The Ins and Outs

The coming of the Reagan Administration has produced some top level changes at FAA headquarters. As previously announced, Langhorne Bond departed on Jan. 20. His successor has not been named, but the job of Acting Administrator has been given to Charles E. Weithoner, the Associate Administrator for Administration. Other "Actings" are: Leonard "Chip" Mudd, acting Associate Administrator for Airports; John Wesler, acting Associate Administrator for Policy and International Aviation; Dennis Feldman, acting Assistant Administrator for Public Affairs; Albert Randall, acting Chief Counsel; and Norman Plummer, acting Director of International Aviation Affairs.

Civilair Desk Items

The Civilair Desk has a new decorative item to brighten the decor of your private parlor. Knitted in a variety of colors, these "tee-pee" warmers will be a salvation. Cost is \$5.25, including tax. Also available is a new handbook entitled, "Practical Guide to Airplane Performance and Design," for a cost of \$15.95, plus tax. This book should be of interest to hobbyists who may want to build or rehabilitate their crafts and want to know about the characteristics of flight. The Civilair Desk is located on the 4th floor of the Regional Headquarters building. It is open every weekday, except Wednesday, between 10 a.m. and 2 p.m. Telephone number: 213/644-8525.

Lewis is New Secretary

The new Secretary of Transportation, Andrew L. (Drew) Lewis, has been confirmed by the Senate. The Congressional vote of affirmation came after Lewis had been unanimously approved by the Senate Commerce Committee. Also confirmed by the Senate Commerce Committee was the new Deputy Secretary, Darrell M. Trent.

Long Beach Airway Facilities Sector Grapevine

During a recent Sector meeting, Kenneth Champagne, Nav/Comm Technician-In-Depth, was presented with a career service emblem on completing 25 years of government service. Ray Garcia, Chief, Nav/Comm Unit, received a Letter of Appreciation from the Assistant Sector Manager for his efforts during the recent facility rehabilitation and frequency changes on the Santa Ana localizer and Catalina VORTAC facility. William Heineck, Radar/Comm Technician-In-Depth, received a Letter of Appreciation from the Chief, Maintenance Engineering Branch, for assistance during his recent detail to the R.O. Robert Huntling, Systems Performance Specialist, received a Letter of Appreciation from the Chief, Maintenance Engineering Branch, for assistance provided during the Site Operational System Test (SOST) of the new ARTS IIIA system installed at San Diego TRACON. Congratulations to Mack Humphery on his recent promotion to GS-7. Welcome back to Jonita Keyes, Administrative Services Clerk, from extended sick leave. We wish to bid farewell and best wishes to Evelyn Tietsort, our Supply Clerk, who retired on Jan. 16. A luncheon for Evelyn is being planned for the near future.

Construction In Progress



Thanks to the joint efforts of the Airport Authority of Washoe County, former Sector Manager Kermit Imsdahl and Regional Logistics Division personnel (especially Ganell Gallagher who since transferred to Alaska), the General Aviation Operations Building at Reno, Nevada, is finally a reality. The tenants of the building--the Flight Service Station, General Aviation District Office, Airway Facilities Sector and the National Weather Service--took an active part in the building design and the position and design of many of the rooms. It was a team effort and took about two and a half years to complete. A--Cannon International Airport announces its "new look." B-- The "old" Flight Service Station building. C and D-- Ralph Guerriero (left) and Fred Kelly, Chief, Flight Service Station, watch construction of the new FSS. E and F--Construction underway. Photos courtesy of Fred Kelly.



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Retirement Luncheon Scheduled For Martin C. Elliott

Martin C. Elliott, Airway Facilities Maintenance Engineering Branch Chief, has retired after 30 years of government service. A retirement luncheon is planned in Martin's honor on Thursday, Feb. 26, 11:30 a.m., at the Hacienda in El Segundo. It will be a buffet, including coffee, tea or milk, for \$7.00. Checks should be payable to: Florence Harmon. Please try to make your reservation early and send payment for the luncheon to Flo, Maintenance Engineering Branch, AWE-430, ext. 6155, no later than February 20.

Employee Death

Friends and co-workers of Richard S. LaFonde, Air Traffic Controller at Edwards Radar Approach Control, were saddened to learn of his death from a heart attack on January 16 at his home in Rosemond. Richard's previous Western Region assignments included Brackett Field (La Verne) Tower, Ontario Radar Approach Control, El Monte Tower, South Lake Tahoe Tower and Los Angeles Tower. Our sincere condolences are extended to his family.

Thanks For The Memories

Dennie Hall, recently retired Aircraft Engineering and Manufacturing Branch Secretary, wishes to thank all FAA employees (including retirees) in the Western Region and ANW-100. She says, "Thanks for everything. I am proud to have had the opportunity to work with all of you and I thank you again for the lovely retirement luncheon, crystal flower bowl and the memory book."

Barbara Clark Retires

Barbara Clark, Propulsion Section Secretary, Aircraft Engineering and Manufacturing Branch, retired on Jan. 16 after 22 years of government service. Barbara originally started with the Aircraft Engineering Division in 1961 and, except for a brief sojourn to Alaska in 1964, she has been with the Propulsion Branch (now Section) every since. Barbara's many friends and co-workers wish her a long and happy retirement!

Sons of FAA Pilots Now Astronauts

FAA, and the Western Region in particular, is extremely proud of two of their "kids," sons of engineering pilots of the Western Region who now have become astronauts.

The two boys--Dick Gray, son of Bill Gray, and Bob Gibson, son of Paul Gibson--both followed very similar careers beginning in 1968 when both worked as summer hires for NASA Dryden Flight Research Center at Edwards Air Force Base. In 1969 the boys met again, this time at the Naval Air Training Center in Pensacola Florida--and, since their names were Gray and Gibson, they became roommates and graduated at the top of their class. Their flying careers varied, but they again flew in the same squadron, VF-111 in Vietnam, in 1972 and '73. Bob Gibson then went to Naval Test Pilot School, while Dick Gray went to VX-4 Test Projects in Point Mugu. Bob then made the Astronaut Corps while Dick participated in the Air Combat Evaluation/Air Intercept Missile Evaluation Joint Test Force at Nellis Air Force Base.

Bob Gibson is now destined to fly as one of the space shuttle pilots--and when he does, and re-enters the earth's atmosphere and descends to about 10 miles above Tehachapi, Calif., there joining on Bob's right wingtip will be his buddy, Dick Gray, in his T-38 because Dick is the Chief, Space Shuttle escort intercept and will guide the space shuttle to a safe landing at Edwards AFB. This will be happening at the same time that a miniature TV camera in the back seat will be recording the event for the rest of us.

Bob's father, Paul Gibson, is an FAA retiree who, incidentally, managed to earn the distinction

Better Planning Process Initiated

Administrator Bond has announced an improved comprehensive planning process for the agency that will replace the National Aviation System Ten-Year Plan and the National Aviation Policy Summary that were discontinued in 1977. The new process reflects the latest planning guidelines for Federal agencies established by Congress and the Office of Management and Budget, and it implements a DOT Order (5100.2) on the subject. Bond said an improved planning process is essential because of the increasing need for Federal agencies to produce maximum results from every dollar spent. The new planning process calls for careful examination of aviation needs for the next five and ten years and the development of alternative strategies for responding to those needs. Key ingredients are increased participation from the regional offices, the public and the aviation community. As part of that effort, the agency's strategic long-range plan will be published every two years. Copies of the new planning process (FAA Order 1800.13B, Planning and Resource Allocation) are available from the Regional Planning Office, AWE-4.

of retiring twice. Paul was an engineering test pilot for the Western Region for a number of years. Prior to that, Paul served as Chief, Aircraft Engineering Branch in the Eastern Region. Dick's father, Bill Gray, was formerly Chief, Flight Test Branch for the Western Region Aircraft Engineering Division. Bill passed away several years ago.

The News In Brief

FAA has decided to defer action on a notice of proposed rule making that would have required certification of airports where commuter airlines provide the only commercial service. The agency said that public comments on the NPRM "indicate that our authority to issue a rule is sufficiently unclear and we should not proceed until the statutory basis for such a rule is clarified." FAA will ask Congress to look into the matter as part of its review of pending airport aid legislation.

- The Boeing Airplane Company is doing so well these days that it even has an order in hand for a made-to-order, World War II, B-17 Flying Fortress. But it doesn't look as if the deal will go through. The order from Joey Seppy of Poolesville, Md., was accompanied by a note from his mother pointing out that Joey is only 5½ years old. And she said he might have a hard time paying for the airplane since he only gets an allowance of 25 cents per week.
- The FAA office in Africa is moving January 29 from Monrovia, Liberia, to Dakar, Senegal. The move is being made because Dakar has become the center of aviation activity in western Africa and is the home of several international aviation organizations. The FAA office houses the agency's African representative, who doubles as a Flight Standards inspector.

Improved Commuter Facilities Proposed

In one of his final acts as FAA Administrator, Langhorne Bond announced plans for a five-year program to improve facilities at 127 commuter airports in the U.S. He unveiled the program at the agency's second commuter airline

Attention: Baseball Fans

It's that time of year again when we renew our Civilair Season Box seats at Dodger Stadium. The box seats this year are \$5.50 per seat. Reserved parking will be \$3.00 per game. If you sign up to see each of the 11 opponents once, you will be assured of seats to any post season games for which the Dodgers may be eligible, play offs, league championship, or World Series. Detailed information, season schedules and order blanks are available from Management Systems Division, AWE-60.

symposium on Jan. 15. Bond said the program would begin in FY 1982 and cost an estimated \$160 million over the five-year period. The up-graded facilities would include precision approach aids--either ILS or MLS--visual approach slope indicators (VASI), other landing aids and additional safety improvements such as runway and taxiway extensions. The program is the result of an agency analysis, begun in early 1980, of safety facilities at commuter airports or those designated by CAB as providing essential service to small communities. FAA found that of the 674 airports in the U.S. (excluding Alaska) which had recorded passenger boardings, 425 (or 63 percent) already had or were slated to get precision approach systems. Those 425 airports handled 88 percent of all commuter airline passengers in the U.S. in 1979 and 99 percent of all commercial airline passengers. When the proposed five-year program is completed at the 127 designated airports, FAA estimates that more than 94 percent of commuter airline passengers and 99.6 of all commercial airline passengers would be served by airports with precision approach equipment.

Travel Advances

Employees with outstanding travel advances should review these advances in accordance with the guidelines contained in Notice WE N 1500.61/RM N 1500.63/NW N 1500.51, Review of Travel Advances, dated May 2, 1980, and submit either travel vouchers or repayment to the FAA to clear any advances not meeting the stated criteria. In addition, permanent change of station (PCS) reimbursement vouchers should be submitted within 90 days of the employee's reporting date to clear any outstanding PCS advances. Those employees whose outstanding advances do not meet the guidelines noted above or shown in the above referenced notice will receive a letter advising them of the amount owed and due to the FAA within 30 days. Those who do not respond within this period will then be subject to payroll deduction in accordance with travel regulations DOT 1500.6 (FAA Order 1500.14) and will be notified by letter of the specific deduction action to be taken.

Artifacts Needed For Black History Month

The Civil Rights Committee plans to have a Black History display in the Regional Office lobby during February, Black History Month, and needs artifacts depicting Black History. Needed are such articles as sculpture, artwork, wood carvings, jewelry, blankets, clothing (dashiki), blags, head-dress, posters, literature (poetry, books, snapshots), etc. For further information, contact Bill Lindsey, 536-6414; Carol McClellan, 536-6444; or Sara Richman, 536-6178.

1980 Airline Passenger Traffic Down 4.7 Percent

Domestic and international scheduled airline traffic decreased 4.7 percent in 1980, according to an Air Transport Association report.

Domestic air traffic was down 5.4 percent in 1980 and international traffic decreased 1.8 percent in 1980 over 1979.

Including both domestic and international operations, the load factor for 1980 was 58.9 percent, compared with 63.1 percent in 1979.

Moving-On Party For LAX Center Personnel

Retirees John Dunham, Assistant Chief; Area Officers Arnie Seifert and Don Yungman; Evaluation and Proficiency Development Specialist Milt Elam; Journeymen Irv Bobo and Lindrel Row; and Chief Gerry Bogan (who has been reassigned to the Noise Abatement Officer for the Western Region) will be honored on Thursday, February 5, at a "Moving On" party at the Antelope Valley Inn in Lancaster, Calif. The party will be held from 5:30 to 8:30 p.m. Cost of hor d'ouevres, gifts for those honored, tax and gratuity, is \$8.00 per person. There will be a no-host bar. For reservations and further details, please contact Berdie Forde at the Los Angeles Air Route Traffic Control Center, FTS 799-1231 or commercial 805/947-4101, ext. 231.

FAA Wants \$3.8 Billion

FAA is requesting \$3.8 billion to run the agency and its programs during Fiscal Year 1982. This is about six percent more than the FY 1981 figure. As usual, the big item is "operations," which means salaries among other things. That's \$2.5 billion. Other major items include airport grants (\$750 million), facilities and equipment (\$400 million) and research and development (\$95 million). The number of full-time permanent employees is projected to increase to 54,165 by the end of FY 1982. That's 209 more than the expected total at the end of the current fiscal year.

Study Defines Safety Needs

A new FAA study has concluded that the Government must spend at least \$16 billion on air safety improvements over the next 10 years just to keep pace with the growth of air traffic. Entitled "National Aviation System Development and Capital Needs for the Decade 1982-1991," the study predicts significant traffic gains during the 10-year period, despite rising energy prices and continuing economic ills. For example, civil aircraft activity is expected to jump 40 percent and air carrier passenger travel by 50 percent. Keeping pace with this increase will require an investment of \$8.5 billion on facilities and equipment and

FSS Teams Save Lives

When Jacksonville Center radar could not locate a plane because of heavy rain, flight service specialists at the Tallahassee FSS stepped in. By using VOR radials and direction-finding equipment, the Tallahassee team located the single engine plane caught on top of a heavy overcast. The specialists then vectored the plane, carrying four persons, toward the one area airport not "socked in." When the aircraft was in the vicinity of the Moultrie, GA., Airport, the Tallahassee specialists handed off to Albany FSS. The Albany team then led the plane through the overcast, and it landed safely at the Moultrie airport. During the month of December, 225 flight assists were reported--83 by flight service stations, 405 by towers and 37 by centers. There were a total of 451 people reported on board the aircraft involved.

\$1.6 billion on research and development, the report states. Moreover, another \$6 billion in Federal funds must go into airport improvements during the 10-year period and, even then, as many as 14 major airports may have reached capacity limits by 1990. Consequently, the report adds, "We are clearly approaching a constrained system in high-density terminals where quotas or pricing mechanisms may be necessary to limit demand if the required capacity cannot be provided." Further information is available from APO-320. The phone is 202/426-8444.

More Feedback On Dr. Garrett's Study

Twenty recommendations were made in Dr. Norman Garrett's study. Periodic INTERCOM reports are being made on the recommendations until all have been addressed.

● Recommendation: It is recommended that the air conditioning, heating, lighting, ventilation, and elevator service be investigated so that remedial action can be taken to improve these conditions.

Status: GSA has improved its service by taking faster corrective action to replace lightbulbs and furnish heat/air conditioning as needed. Air vents will be repaired as soon as FY-81 budget approval is received. The elevator problems have been resolved.

● Recommendation: It is recommended that action be taken to improve the lunchroom facilities, service, quality of food and environment.

Status: At the present time, there will be no additional hot meals, as this is not a full service cafeteria. However, the Cafeteria Manager is presently planning the installation of equipment required to provide a salad bar as part of the menu. The service and environment has improved. The Cafeteria Manager has a set schedule for cleaning daily and this is strictly adhered to.

● Recommendation: It is recommended that the employee restrooms on each floor be checked on a periodic basis to see whether the standards of cleanliness are maintained.

Status: Cleanliness in the building and restrooms has improved. The new GSA custodial contractor is now familiar with the cleaning required by GSA standards.

● Recommendation: It is recommended that the flexitime work schedule be continued.

Status: Limited flexitime (called flexitours) has been in effect in the Western Region since 1976. It is applicable to all employees not working rotating shifts, subject to

supervisory approval. Orders WE 3600.8 and PT P 3600.3, Appendix 1, provide guidance and procedures. Select agencies, approved by the Office of Personnel Management, are experimenting with various types of expanded flexitime schedules. FAA payroll offices in all regions are testing the four 10-hour day work-week, necessitated by the agency's Uniform Payroll System. Rocky Mountain regional headquarters at Denver is also experimenting with this same schedule. Cut-off date for requesting Alternative Work Schedule experiments (or flexitime) was April 30, 1980. The test will remain in effect until March, 1982, after which Congress will determine whether to enact a permanent flexitime law for all federal agencies.

● Recommendation: It is recommended that the Suggestion Plan and the Recognition Plan be evaluated regarding its effectiveness.

Status: Annual statistics of our Region's incentive awards program shows a total of 756 employees received cash awards in FY-80 (524 Special Achievement Awards, 206 Quality Increase Awards and 16 Suggestion Awards), which was 13.3 percent of the workforce. Approximately 150 employees were recognized in group Special Achievement Awards; therefore, actual number of SAA's granted was 379. As soon as the agencywide statistics are received, we plan to publish a detailed report which will show how Western Region fared compared to other regions. The agency is currently working on a revised Incentive Awards Order to incorporate a number of liberalized changes to the awards program recently instituted by the Office of Personnel Management. Divisions will have an opportunity to comment on a draft of this order. Publication is not expected until at least spring of 1981; however, we are hopeful that it will provide a more acceptable and satisfying program for everyone. Success of the program will depend largely on the support of supervisors and those who administer it.

Freeze Effective Immediately

The freeze on hiring all outside personnel and limits on travel ordered by President Reagan are being implemented immediately by the agency. In addition to the hiring freeze, a critical funding shortage in the Operations appropriation makes it necessary for the agency to reduce, defer or curtail travel, equipment procurement, special maintenance projects, etc. Belt-tightening instructions were issued to all organizations on Friday, January 23.

Central Region Is Certification Region

The Central Region has been named the "Certificating Region" for light airplanes. This means that the region has the final authority and responsibility for the actual type certification of airplanes with takeoff weights of 12,500 pounds or less. The Central Region previously was designated the "Lead Region" for light aircraft and, as such, has been responsible for staff functions relating to type certification of these airplanes. The region will implement a number of organizational changes to carry out its new responsibilities, including the establishment of an Aircraft Certification Program Office in Wichita, the light airplane capital of the world. FAA also has studies underway to determine if two other lead regions should be made certificating regions. They are the Southwest Region, which would take over the certification of helicopters, and the New England Region, which would take over the certification of small-aircraft engines. New England already is the Certificating Region for large-aircraft engines.

Lancaster Airway Facilities Sector News

We welcome aboard Robert Seeley, our new Electronics Technician at the Santa Barbara Nav/Comm Sector Field Office. We also welcome aboard Lynette Gorospe, our new General Supply Specialist. We wish good luck to Jeff Israel who is now a new Academy instructor, and to Laralee Seargeant, our former Administrative Services Clerk, who has now transferred to the Fresno Sector Office. Congratulations are in order for Robert Reed and Pete Harrington for 15 years of service to FAA and the federal government. A big congratulations to Roy Townsend who received a Special Achievement Award for the excellent work he is doing at our Edwards Automation Sector Field Office.

FAA Seeks To Save Chicago's Meigs Field

FAA is firmly opposed to efforts to close Chicago's Meigs Field and will take legal action to keep it open, if necessary. In a Jan. 13 letter to Chicago Mayor Jane Byrne, Administrator Bond said closing the general aviation field would "compromise safety and cut down capacity in the Chicago metropolitan system of airports." Bond noted that Meigs is important not only to Chicago but also to the nation and that the city is committed under various grant agreements to operate it as an airport at least until 1996. Bond said the agency will "exercise all its legal remedies to hold the city of Chicago to its obligation."