



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

Western Intercom



Cover Story

Some employees have found a way to spend less time and money driving to and from work. The Federal Highway Administration estimates a driver can save between \$281 and \$654 a year on a 20-mile daily round trip if the driver carools to work. Around 20 million Americans carpool to work every day.

Joe Alvarez, Civil Rights Staff; Sam Grillo and Don Tom of the Airway Facilities Division, and Lilli Tom, Budget Division, are members of one of the oldest carools in the Los Angeles area. The "Harbor Express", which travels the 34-mile roundtrip from the L.A. Harbor area to the Regional Office via two freeways, was formed in 1955. Joe joined in 1958 while Sam became a member in 1961. Over the past 25 years, 20 present and former employees have enjoyed the lucrative benefits of being a "Harbor Express" member. Joe estimates he's saved \$15,000 in gasoline alone, plus other savings in oil, tires, maintenance costs, wear and tear on the car, and insurance costs. Sam figures he's saved around \$10,000. Lilli and Don Tom have also saved since joining one and a half years ago.

Retirees who were "Harbor Express" members include Don Marshall, Frank Deane, Pauline Einsphar, Wally Landford, Tom Alford, Harold Lindell, Bob Triplett and Joe Adair. Other former Western Region employees were Tom Curran (ANW), Frank D'Huyvetter, Warren Singleterry, Candido Rivera and John Rodriguez. Leila Enderle, Accounting Division; Byron Mabee, Fremont AF Sector Manager; Don Armstrong of the former Aircraft Engineering Division; and

Flow Control Saves Fuel

A rose is a rose is a rose, Gertrude Stein once wrote to emphasize the immutability of this species, but the same cannot be said of air traffic delays. Some delays are more expensive than others. This point was brought out in a recent FAA report on air traffic delays during 1980. The report showed a seven percent drop in delays of more than 30 minutes when compared to 1979, but, more importantly, it cited a dramatic shift in the mix of arrival and departure delays over the past eight years. Arrival delays, which often involve aircraft burning up costly fuel in airport holding patterns, have been cut almost in half, going from 78 percent in 1972 to 40 percent in 1980. The change is attributable in large part to the use of flow management procedures in which aircraft take their delays on the ground at their departure airports. As a result, departure delays jumped from 18 percent of the total in 1972 to 58 percent in 1980. The report says one-quarter of the departure delays occurred when fuel management procedures were in effect.

Phil Huff, Litchfield Tower, have also been members.

If you want to spend less on your ride to work, share the ride and the cost with somebody else. Consider the economic benefit to the carpooler and the social benefits, like less crowded highways, less air pollution and more energy for all of us.

Featured in the Cover Photo, left to right, are: Sam Grillo, Joe Alvarez and Lilli and Don Tom. Cover photo by Barbara Abels.

Visits To Capitol Hill

Any member of the FAA staff who is going to visit any element of the House or Senate should advise and coordinate in advance with the Office of Congressional Affairs in the Office of the Secretary. The Congressional Relations Officer for aviation is Tim Cole, FTS 472-9710. If Tim Cole is not available, Mark Himmelstein, Deputy Assistant Secretary for Governmental Affairs, can be reached on FTS 426-4563.

Oakland Airway Facilities Sector

Congratulations to Ed Harris, who received a Letter of Commendation from the Regional Representative, DOT Office of the Secretary, San Francisco. Ed was commended for his enthusiastic assistance and completion of an assignment. Letters of Appreciation went to: Dick Spivey and Mario Romero, from the Commander of the Scott Air Force evaluation team during the Woodside TACAN evaluation; to Maria Pereira and Gertrude Rodriguez, from the TRACON Air Traffic Chief for their outstanding administrative support during the period the Bay TRACON had lost two secretaries; to Lily Williams and her sister, Mary Wharton, from the Regional Director for hosting four controller trainees from Japan; to Fred Lavell, from ARTS/COM Sector Field Office Chief for Fred's outstanding efforts in teaching a Terracom class to ARTS/COM technicians; to Mario Romero from the Palo Alto Tower Chief for excellent service to that facility. Congratulations also to Dick Spivey who completed 30 years and to Paul Terry who completed 25 years of government service.

More Information On Group Life Insurance

Two aspects of the new Federal Employees Group Life Insurance may need clarification. The costs for Option A - Standard, Option B - Additional and Option C - Family are based on the employee's age at the time of enrollment, but the rates do not remain at that level. As an employee reaches age 35, 40, 45, 50, 55 and 60, the cost increases in January of the year following his/her birthday. An employee who retires and elects the 50 percent reduction of Basic Life Insurance, will pay .65 per \$1,000 per month of full basic insurance amount at retirement. The cost begins at retirement and continues for life, and does not change when the one percent per month reduction in coverage begins at age 65 (or when you retire, if later).

Safeguarding Personal Property

All employees are reminded to keep personal belongings in your desk or file cabinet during working hours, since the Federal government is not responsible for loss of personal items while you are at work. An unauthorized person was seen in possession of an FAA employee's personal belongings in the Regional Headquarters recently, and leaving personal belongings, such as a billfold or purse, on your desk only invites attempted thefts.



Western Intercom

DIRECTOR, WESTERN REGION
John D. Mattson

PUBLIC AFFAIRS OFFICER
Alex F. Garvis

EDITOR
Barbara Abels

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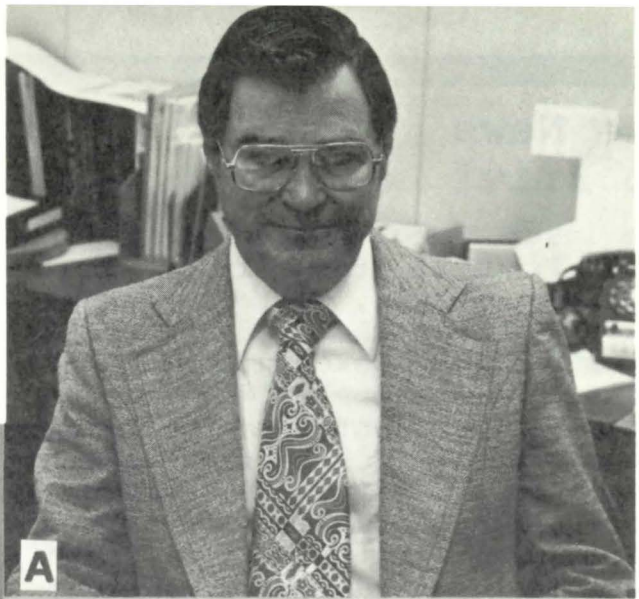
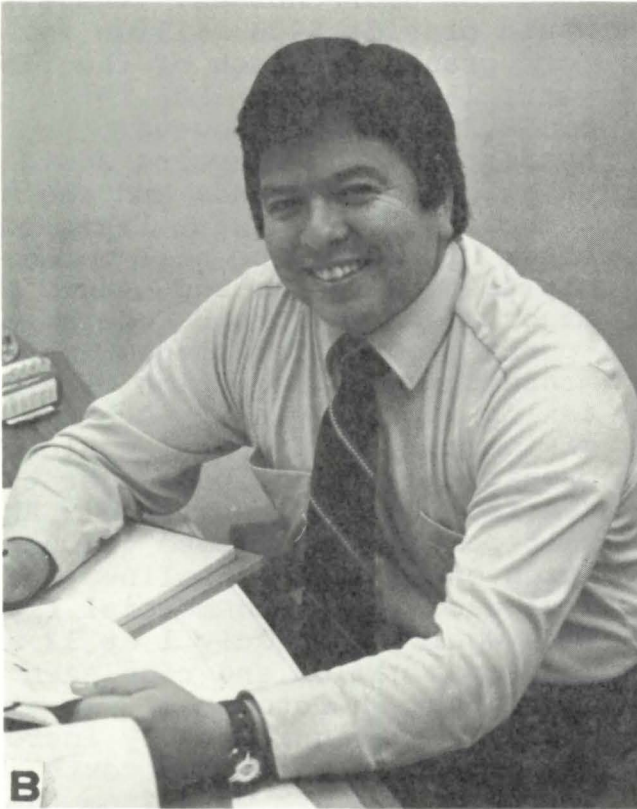
Teamwork Spelled A Safe Landing

Blowing snow had reduced visibility to zero and the helicopter pilot told the Philipsburg, Pa., tower that it was "impossible to navigate." Nonetheless, with the help of specialists at the Philipsburg, Pa., FSS, who teamed up with the Airway Facilities Sector Field Office and the airport manager, the pilot was guided to a safe landing on the snow-covered field at Mid-State Airport. Specialist Thomas Johnson was working the inflight position when the 'copter pilot radioed his condition. Specialist James Gregg on the direction-finding equipment (DF) quickly supplied an initial heading, and the 'copter began to inch toward the field. At the same time, Sector Field Office chief Rudy Chrobak went out into the blizzard and, after turning on headlights and flasher, swung his maintenance truck so it was facing the lost aircraft. Airport manager Norm Bean radioed to say he would listen for the 'copter from a plow on the runway. As the aircraft moved hesitantly toward the field, Johnson also went out in the weather to listen for the rotor sound. From the sound, the specialists determined the distance of the aircraft and, from the DF, its direction. In this way, they were able to guide the pilot until he could see the headlights and then the runway. From there, a safe landing was a piece of cake, and the pilot told his rescuers, "You saved my life." During the month of February, 190 flight assists were reported--79 by flight service stations, 83 by towers and 28 by centers. There were a total of 393 people reported on board the aircraft involved.

Encyclopedia Britannica Available Through Civilair

Civilair, Inc., has just completed arrangements to enable employees to obtain a substantial group discount on the new Encyclopedia Britannica Program. An easy payment plan is also available. Employees will be provided with a Civilair, Inc., flyer introducing the Britannica offer. To obtain a preview booklet that describes the new program and information on the discount offer, please detach the postage-free postcard from the flyer, enter your name and address, and send it to the Civilair Desk at Regional Headquarters.

**Airway Facilities
Maintenance
Engineering
Selections**



A--Dick Muckle is the new Chief, Airway Facilities Maintenance Branch. Dick's previous assignments were: Chief, Operations Program Section of the Airway Facilities Program and Planning Branch; Assistant Airway Facilities Sector Manager, Los Angeles Center at Palmdale; and various F&E and maintenance positions in Fort Worth, Houston and Albuquerque in the Southwest Region. B--Mike Gonzales, former Assistant Chief of the Establishment Engineering Branch, Environmental Section, has been selected as Chief of the Environmental Section, Maintenance Engineering Branch. Mike has been with the FAA six years and has previously held positions of Project Engineer, Assistant Project Engineer and Resident Engineer in the Establishment Engineering Branch. Mike is registered as a Professional Engineer in the State of California and holds a bachelor's of science degree in Civil Engineering from Cal Poly Pomona. C--Bill Lindsey is the new Chief, Nav/Com/Data Section, Maintenance Engineering Branch. Bill's previous assignments include Non-Fed/FAA DOD Program Manager for the Airway Facilities Program and Planning Branch; supervisor of the Nav/Com and Navaid unit at Los Angeles Airway Facilities Sector, and electronic technician. He also served as a technician at Los Angeles, relief technician in the old Santa Monica District Office, Santa Monica Flight Inspection Office, Paso Robles and Albuquerque. Bill began his Federal career in the U.S. Navy. Photos by Barbara Abels.

The News In Brief

The instrument landing system (ILS) at T. F. Green State Airport in Providence, R.I., shut down automatically on a cloudy day recently after vandals broke into an FAA building and tampered with the equipment. To enter the building, the intruders broke a fence and ripped a lock off the building's door. Although service was restored by Airway Facilities technicians in less than an hour, eight planes had to land using the VOR/DME nonprecision approach system. Noting this, Frank Marley, chief of the airport's Airway Facilities office, pointed out that "the vandalism constitutes a felony under Federal law and is punishable by a fine of up to \$10,000 or 20 years in prison or both." ● 1980 was something of a "no growth" year from an air traffic standpoint. In fact, aircraft operations dipped slightly at major airports and the en route centers. A year-end review of operations at 22 select major airports showed an overall decrease of two percent from 1979 with only five locations handling increased traffic. They were Atlanta, Dallas/Ft. Worth, Greater Pittsburgh, Seattle, Tacoma and Chicago Midway. Similarly, the centers recorded a one percent drop in operations, with only Ft. Worth, Atlanta, Oakland, Denver and Salt Lake City showing gains. ● All that talk about Federal retirees living the Life of Riley is exaggerated, according to the Office of Personnel Management. As of Sept. 30, 1980, OPM figures showed 1,247,886 Federal retirees pulling down an average monthly annuity of \$918. That's just about \$11,000 per year. ● The National Transportation Safety Board will hold a public hearing April 7 on the Cascade Airways Beech 99 that crashed at Spokane International Airport last January. Five passengers and both pilots died when the commuter airliner crashed

DOT Asks Congress For Renewed Airport Aid Program

The Transportation Department has sent the Congress proposed legislation that would reinstitute the airport grant program and modify aviation user charges. The bill would provide \$450 million for airport grants for each of the fiscal years 1981 through 1986 for a total of \$2.7 billion. However, the 21 busiest airline airports would not be eligible for funds and the next 20 busiest would lose eligibility after FY 1982. The bill would permit these airports and others that might elect to forego Federal aid to raise money for needed improvements through imposition of a head tax on air travelers. Other provisions of the proposal would increase the airline passenger ticket tax from five percent to six and a half percent and impose graduated taxes on aviation gasoline and jet fuel used in non-commercial flying. They would begin July 1 at 12 and 20 cents per gallon and rise each year thereafter on October 1. It also would "very significantly increase the extent to which the costs incurred by FAA are paid from the Airport and Airway Trust Fund." Finally, the bill would authorize \$2.57 billion in the FY 1981-86 period for the agency's facilities and equipment program and \$725 million for research and development.

4.5 miles short of the runway while attempting an instrument approach. The hearing is expected to run three days. ● FAA and PATCO will resume contract negotiations on April 8. This will be the third bargaining session between the two parties. the current contract remains in "full force and effect" pending the negotiation of a new agreement.

Santa Barbara Tower/TRACON Happenings

Santa Barbara entered the automation era on March 2 when the ARTS II was commissioned. Several automation briefings were furnished to local fixed base operators and news media prior to the commissioning. Credit for a smooth, on-time commissioning rightly belongs to the controllers and technicians for their efforts in meeting facility goals. In spite of a heavy ARTS on-the-job training schedule, the following personnel completed their facility certification: Robert Montgomery, Patricia Lynn Straw, Michael Fox and Patrick Garrett. Ronalee Herrmann recently completed her sabbatical at Oklahoma City and is currently involved in obtaining her facility certification. JoAnn Piansetti, our secretary, recently spent a few days in the hospital but has returned to work and is doing fine. Steven Dennis recently received his GS-11 and a Special Achievement Award. Howard Smolin will be leaving the beautiful California coast for the high desert (Tucson Tower) as the result of his recent promotion. We wish him the best of luck.

Sexual Harassment: What Is It? How Do You Handle It?

For answers to these questions, come to the Federal Women's Subcommittee Program entitled, "Sexual Harassment," on Thursday, April 9, at the Regional Office Third Floor, Rooms 3E26, 30 and 34. Both morning and afternoon sessions will be conducted. The 9:30 a.m. session will feature Mr. Lawrence Strid, attorney-at-law, a Civil Rights Attorney. Mr. Strid is experienced in employment discrimination, including sexual harassment, race, pregnancy and physically handicapped cases.

The 1:00 p.m. session will feature Ms. Ophelia Hopkins, Vice-Chairperson of the Federal Executive Board Sub-committee, Federal Women's Program Managers, for Southern California. Ms. Hopkins has conducted several sexual harassment seminars in the Los Angeles area. The film, "Workplace Hustle", narrated by Ed Asner, will be shown at both sessions. All employees are encouraged to attend.

Phoenix Tower News

David and Ellie McArdle recently welcomed an 8 lb., 15 oz. daughter, Darcy Leigh, into the world. Congratulations to the proud parents. Congratulations also to new graduate Steve Collins, who is the proud recipient of an AA in Middle Management. Welcome aboard to Rick Stack, controller from Tucson, and Deborah Smith, stay-in-school secretary. Good luck to Paul Purcell, who is leaving us for lucky Las Vegas. Also to Gary Hiner

and Jim Carter for attaining full checked-out status. Jack Piraino and Steve Collins were recently elected members of Facility Air Traffic Technical Advisory Committee (FATTAC). Chuck Dudley has been appointed temporary Evaluation and Proficiency Development Specialist. Awards--Team Supervisor Lanny McCaslin received a Quality Within-Grade Increase award, and Deputy Chief George Williams received an Outstanding Rating and a Quality Within-Grade Increase. Team Supervisor Skip Paschke has helped educate over 100 pilots in the Phoenix area at pilot briefings.

Civilair Pinochle Club News

The first game of 1981 for the Civilair Pinochle Club was held on March 25, and the winners were: 1st Place, Doris Keidser; 2nd Place, Debby Dellinger; and 3rd Place, one of our newcomers--Bill Jones. The next game will be on April 8, 1981 at 5 p.m. Call Robbi Shields, Ext. 6313, for further details.

Sacramento Flight Service Station News

Welcome aboard to Emmett Johnson from Ukiah FSS and Loren Manges from Red Bluff FSS. Congratulations to Developmental Specialist Bob Thompson for satisfactory completion of his Pilot Weather Briefing training. Bob passed his oral presentation with a big plus and hopes soon to be off to greener pastures. Congratulations also to George Smith, Evaluation and Proficiency Development Specialist, who was recently presented with a Special Achievement Award for his exceptional performance in the facility training department, and to Full Performance Level Specialist Marvin Johnson who was presented with his 25-year service pin. Team Supervisor Dean Spring has been selected to represent the Western Region on the National Supervisors Committee (SUPCOM) and has departed for a week in Washington, D.C. Western Region has an outstanding representative and should receive added benefits from Dean's expertise. Last, but definitely not least, our famous jogger is at it again. John Prior took the opportunity to participate in the annual Chico Marathon and was able to complete the 26.2 mile journey in a mere 3 hours, 13 minutes--a "fantastic feat." Congratulations John!

Look, Ma, No Hands

The pilot was bringing his sailplane in for a landing when he saw another pilot driving an automobile down an active runway in a rather unusual manner. But, here, let the glider pilot tell the story: "He was sitting on top of his sunroof-equipped car, steering with his feet. His young daughter was operating the gas pedal. He was driving erratically--swerving from side to side of the runway. I was on base for landing in a sailplane. As I turned final, the car and driver turned onto the runway and drove in my direction at about 25-30 miles per hour. I had to close my dive brakes and zoom over the car, landing beyond same at far end of the runway." The glider pilot subsequently filed a report of the incident with the NASA-run Aviation Safety Reporting System. However, the report was "de-identified" by NASA in accordance with standard operating practice, so we will never know the name of the guy on top of the car or the glider pilot either. Maybe it's just as well.

Women Controllers Convene

All FAAers are invited to attend the Professional Women Controllers (PWC) 3rd Annual Convention at the Adam's Mark Hotel in Houston on April 23-27. The agenda includes various get-togethers, workshops, officer elections, awards banquet and a grand tour of the NASA Johnson Space Center. For additional information, call Jane Moller, 713/789-0641.