



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

Western Intercom



ACCOUNTING OPERATIONS & ANALYSIS BRANCH

Cover Story

The Accounting Operations and Analysis Branch is headed by Mike Johnson and is responsible for the following accounting functions of the Northwest, Rocky Mountain and Western Regions: The Cost and Property Systems Section (AWE-22A), headed by Carvel Smart, controls the Facilities and Equipment Cost Accounting System, F&E Labor Distribution Report System, Project Materiel System, Capitalization of F&E projects, Real Property System, Personal Property In-Use Management System, F&E Reimbursable Agreement billings and transfers of materiel between regions and agencies. The Regional Imprest Fund (AWE-22B) provides imprest fund cashier services for the regional headquarters, maintains accountability records and issues U.S. Government Transportation Requests, researches returned checks to resolve payment problems, and processes requests and maintains records on all the imprest fund cashiers in the three regions. The Financial Reports and Analysis Section, headed by Clay Chong, (AWE-22C) maintains the Proprietary Accounting System, produces the agency financial reports, including the General Ledger trail balance, certifies for payment by the U.S. Treasury all payment schedules except payroll, provides collection services (Accounts Receivable), disbursement scheduling (all payments except re-occurring changes and payroll), Operation Reimbursable Agreement billings, Letters of Credit, reconciliation of General Ledger Control Accounts (including cash accounts with Treasury) and financial analyses and interpretation for the three regions serviced.

Two More Proposed Rules Dropped

FAA has withdrawn two more proposed rules in keeping with the President's directive to lessen the regulatory burden on the American public. One proposal would have revised the flight and duty time limitations and rest requirements for flight crews serving with the air carriers, commuters and air taxis. The other would have established flammability standards for air carrier crew uniforms. FAA said the flight and duty time proposal was opposed by all elements of the industry, pilots as well as operators. Therefore, the agency will reassess the matter and develop an alternative proposal which is both less complex and less burdensome. This alternative will recognize FAA's safety role and leave other issues to labor-management negotiations. Regarding the flammability standards proposal, FAA said there is no proof that regulations are needed in this area despite a six-year search for answers. In addition, it noted that flight attendant unions had surveyed their members and found the majority are not willing to sacrifice style, comfort and cleanability to obtain uniforms of higher flame resistance.

Featured on the cover are: From left--Clay Chong, Chief, Financial Reports and Analysis Section; Le Enderle, Accounting Technician; Jean Lau, Operating Accounting; and Betty Sears, Accounting Technician. Photo by Barbara Abels.

Accounting
Operations
And Analysis
Branch



The Accounting Operations and Analysis Branch people are:
 A--From left, Sharon Noble, Accounting Technician; Pat O'Hern Operating Accountant; and Mike Johnson, Branch Chief.
 B--Jo Coleman, Accounting Technician, and Carvel Smart, Chief, Cost and Property Systems Section.
 C--From left, Cheryl Bragg, Accounting Trainee; Ruth Meister, Accounting Technician, and Janie Harris, Accountant.
 D--From left, Antoinette Goodwin, Imprest Fund Cashier; Gail King, Stay-in-School student; Marion Stevenson, Accounting Technician; and Sharon McIntosh, Accounting Technician. Photos by Barbara Abels.

Crew Blamed In High Dive

The National Transportation Safety Board has blamed a TWA flight crew for the 34,000-foot dive of a Boeing 727 near Saginaw, Mich., in April 1979. Contributing to the incident was a misaligned wing slt, which had been extended by the flight crew and could not be retracted. This, in turn, prompted "untimely flight control inputs" by the captain to correct resulting roll forces. The Board's investigation showed that the airliner had rolled 35 degrees to the right while it was cruising at 39,000 feet. The captain corrected this roll and leveled the wings, but a second roll was checked only momentarily before control was lost and the plane rapidly rolled onto its back. The 727 made a complete roll and remained uncontrollable until the slat tore from the wing as the airliner dove below 15,000 feet. The plane finally leveled off at 5,000 feet and made an emergency landing at the Detroit Airport.

Management Systems News

Mathew Pespisa, Computer Specialist, Data Processing Branch, was presented with a 15-year career service award at a recent staff meeting. Congratulations, Mat! Ollie Gardner, Computer Operator, Data Processing Branch, retired on June 26 after 35-plus years of government service. Ollie worked at the Palmdale Center prior to his position at the Regional Office. Best of everything, Ollie!

Leadtime for GBL Moves Increased

WE Supplement 48 to FAA Order 1500.14 currently instructs all offices and employees anticipating household moves to provide the Regional Transportation Officer, AWE-55B, a copy of WE Form 1520-6, Employee Data for Movement of Household Effects, and a copy of the Travel Order at least four weeks prior to the proposed move. However, GSA has recently imposed a requirement for at least 30 days to complete a cost comparison. Therefore, submission of the required forms must be extended to 45 days. It is requested that all offices and employees anticipating moves comply with the new required time limits. Changes to Order 1500.14, Travel, reflecting the above changes and requirements are forthcoming.

Rule Put Off

As part of the continuing program to reduce the burden of regulations, the agency has delayed until August 1 the implementation of a new rule requiring pilots of air taxi and commuter flights to have instrument ratings. The delay will give the agency time to amend the rule to allow non-instrumented-rated pilots to fly as pilot-in-command on certain kinds of operations in remote areas. Typically, this would include hunting trips in areas where radio navigational aids are virtually nonexistent. The rule requiring instrument ratings originally was scheduled to go into effect June 1.

Western Region Bowlers Say "Let's Do It Anyway!"

That's the consensus of most Western Region bowlers regarding the upcoming bowling tournament to be held in Paso Robles on August 22-23. Some telephone numbers were incorrect in the last INTERCOM notice. Contacts and telephone numbers are:

● Oakland Bay area - Don Doty or Jay Maag - 415/797-3200, x328, or FTS 8-449-6328.

● Los Angeles Center - Forney Lundy - 805/947-4101, x236, or FTS 8-799-6236.

● Regional Office - Ruby Ross - 213/536-6172 or FTS 966-6172; Eileen Colligan (x6401); or Bob Kevitt (x6662).

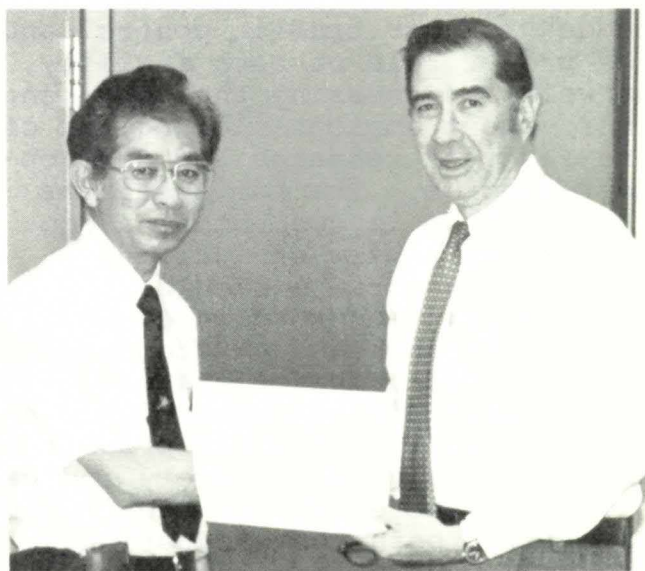
If you are interested in bowling in the tournament, contact Ruby Ross no later than July 10, 1981.

Monterey By The Bay

Welcome aboard to the following controllers at Monterey Tower: Mark Anderson, North Las Vegas Tower; Jon Opdyke, San Jose; Mark Hough, Brackett; Douglas Thoman, Palo Alto; and Kent Saunders, Oakland Center. Congratulations to Team Supervisor Kenneth Baker and Controllers Mark Anderson, Francis Gibb, Jon Opdyke, Jeri Roberson and Donald Romine, recipients of Special Achievement Awards and accompanying monetary bonus, for their contribution and participation in manning the temporary tower at the 17th Watsonville Annual Antique Fly-in. The 12th annual Monterey PATCO Golf Tournament is scheduled for August 6. Make plans early; we expect to fill up early this year.

"Mo" Mochizuki Earns Performance Award

Yukio "Mo" Mochizuki (left) was recently awarded a Quality Within-Grade Increase Award for his exceptional work as Los Angeles Airway Facilities Sector Comm/Data Chief, Security Officer, EEO Representative and efforts in various sector improvement programs. The presentation was made by Wally Ward (right), Manager, Los Angeles AFS. Photo by Kent Petersen.



Future ATC Development Outlined To Congress

The Administrator has told Congress that the agency is developing a master plan for upgrading the air traffic control (ATC) system and expects to have it ready by October 1. Moreover, he added, "my goal is to achieve implementation of all items covered by the plan within four years." Testifying before a House subcommittee on June 16, the Administrator said the plan will result from an in-depth airspace review initiated in April to examine the performance of the ATC system and identify any areas where change could offer improvements. An advisory committee of aviation users is conducting the review under the direction of Deputy Administrator-designate Michael J. Fenello. For example, the committee is studying the current airspace structure and procedures with an eye to reducing user operating costs through improved flow management, more direct routings and other means. It's also examining the number of facilities needed for air traffic control and the proper role of each facility, as well as assessing the long-range improvement options flowing out of the agency's research and development program. The Administrator also said he is conducting a comprehensive review of individual technical programs, such as aircraft separation assurance, discrete address beacon system, advanced ATC computer system, en route radar and FSS modernization. "My examination of these programs thus far has given me every indication that there will be significant payoffs in both cost reduction and growth capacity from revitalizing the ATC system, which includes

A Little Bit Extra

The FSS specialist at Bluefield, W. Va., could have done his job, given the pilot what he asked for, and let him bear the consequences. But Charles C. Hanson used his initiative and a little common sense in dealing with the pilot of a single-engine airplane that already had missed three ILS (instrument landing system) approaches and was running low on fuel. Hanson recommended a Director Finder (DF) approach and proceeded to give the grateful pilot the necessary DF steers. Eight minutes later, the plane broke out of the clouds and the pilot reported the runway in sight. He landed a short time later, after one go around, with only 15 minutes of fuel in the tanks. Bluefield FSS Chief Ted Curtis summed up the flight assist by noting that "a potentially tragic accident was averted because Hanson recognized a dangerous situation early and did something about it."

development and implementation of higher levels of automation. Further, there is every indication--but no commitment--that replacement of the 9020 computer system is necessary, both as a step toward achievement of the more productive system of the future and to replace a system that may not be capable of supporting adequate services by the late 1980s." However, he said, he will defer "firming up the future computer system definition" until near the end of the year, when all the current technical reviews are completed.

New Reporting System Coming On Line

Testing of the new National Air-space Performance Reporting System (NAPRS) is due to begin July 1, with implementation scheduled for October 1. The new system will correct current reporting system deficiencies by establishing a single source of NAS performance data. Microcomputers with disc storage and printers to support the new system in each en route center are currently on order. Once in place, the NAPRS will provide critical day-to-day operational information necessary to promptly identify and prevent or correct system equipment problems that affect the safe and efficient flow of air traffic, as well as provide information on air traffic delays and their causes.

Regional Director's Luncheon July 15

A luncheon in honor of Regional Director John D. Mattson will be held on Wednesday, July 15, 12 Noon at the Cockatoo Inn, 4334 West Imperial Highway. Cost: \$10 per person includes lunch, tax, gratuity and gift. Menu includes: Fresh fruit cup, breast of chicken teriyaki, rice pilaff, broccoli Normandy, rolls and butter, sherbet and beverage. Make checks payable to "John Mattson Retirement." Reservations and checks should be received by Sheree Geil, AWE-510, or Sandy Monge, AWE-60, by July 10.

Centers To Get Metering Package

Up to a \$1 billion or more a year in air carrier fuel costs can be saved with the aid of a software package that will be added to the IBM 9020 computers at all en route centers by the end of July. Called en route arrival metering program (ERM), it's designed to help centers better organize airport arrival traffic in en route airspace and hand it off to terminal areas at a rate that the airports can accept without incurring aircraft delays and congestion. A prototype ERM has been in operation at the Denver and Ft. Worth centers for the last two years. Results at Ft. Worth, for example, show that more than 450 million pounds of jet fuel (one gallon weighs about 6.5 pounds) were saved in 1979 for a cost reduction to the carriers of \$71 million. By extrapolating those results to all 20 centers, the agency estimates that the air carriers alone could save between \$650 million and \$1.3 billion annually in fuel costs. ERM uses computerized radar data, route information, estimated time of arrival, airport acceptance rate and other factors to establish a sequence for arriving aircraft and determine for the flow controller at the center the precise moment metered aircraft should arrive at certain fix points. The flow controller then relays that information to the controllers working the traffic so that they can funnel it into the terminal area at proper speed and spacing to avoid delay and congestion. It will take six to nine months from the July delivery date before ERM will be fully implemented.

"Prox Box" Response Detailed

FAA has agreed with the National Transportation Safety Board on the need for prompt pilot action in response to Ground Proximity Warning System (GPWS) alerts. The agency noted that airplane flight manuals already are required to cover proper flight crew action with regard to GPWS alerts but said it intends to develop and publish an air carrier operations bulletin to reemphasize the point and provide unambiguous procedural guidance. The Board had noted a "tendency of pilots to question the reliability" of the GPWS and delay their response to the terrain-closure warning. It recommended a procedure that would require pilots to respond immediately to the "pull up" warning by applying maximum available thrust and rotating the aircraft to achieve the best climb angle. However, FAA responded that such a procedural requirement could be misinterpreted and said the sequencing and execution of the response should depend on the existing flight parameters.

The News In Brief

Four more en route centers went on line with the Direct Access Radar Channel on June 15, pushing the total to 17. The addition of the Fort Worth, Kansas City, Oakland and Seattle centers to the list leaves only three en route facilities in the conterminous U.S. without an operational DARC. They are Albuquerque, Indianapolis and Minneapolis, and their DARC systems are scheduled to go up by the end of June. ● The agency has scheduled two more workshops on

Retirees Send Thanks

Basil "Sam" Smatts, recently retired Communications Supervisor with the Regional Communications Control Center, wishes to thank his many friends and co-workers for making his "send-off" such a memorable occasion.

Ann Parker, recent retiree from the Airway Facilities Establishment Engineering Branch, wishes to thank her friends and co-workers for the "wonderful luncheon given for me; the beautiful luggage, which will soon be taking a trip to Alaska; the cherished memory book, and all the other thoughtful acts in my behalf."

human factors, the fifth and sixth in the current series. The meetings will be held concurrently at the Mike Monroney Aeronautical Center in Oklahoma City, July 7-9. The fifth workshop will focus on biomedical factors and the sixth on design, operations and training. The contacts are Dr. Henry Mertens on 405/686-4846 in the first instance and Joe Pontecorvo on 202/426-3546 in the second. ● Air Traffic just about held its own during the first five months of 1981 when compared with the same period in 1980. The number of aircraft handled at the 20 stateside en route centers was almost dead even with the traffic count last year, whereas operations at the 22 major terminal facilities were off one percent. Nine centers recorded traffic losses during the January-May period, eight logged traffic gains and three had no change. The scorecard for terminals showed 13 down, eight up and one even.