



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

Western- Pacific **Intercom**

AIR SAFETY WATCHDOG...



SOUTHEAST ASIAN IFO

Cover Story

The Western-Pacific Region's Southeast Asian International Field Office (IFO), based on Guam, is a Flight Standards Office. It is a combination air carrier and general aviation office with inspectors qualified to do both air carrier and general aviation work.

This one office is responsible for an area larger than the continental United States. It encompasses the Trust Territory of the Pacific Islands, east to the Marshall and Gilbert Islands, south to the Solomon Islands, New Guinea, Malaysia, and Singapore, north to Thailand, Burma, Hong Kong, Philippines, Northern Marianas and Guam.

Don Best, IFO Chief, says that it is necessary for the advisors to travel extensively throughout this area of responsibility in order to accomplish their assigned functions such as conducting tests for issuance of airman certificates and ratings, en route inspections, ramp checks, proficiency checks, facility, maintenance spot checks, and refueling inspections. IFO inspectors also determine adequacy of airports, airport and operator facilities and instrument approach procedures used by U.S. flag air carriers and investigate safety violations. Aircraft accident investigations are also part of the IFO inspectors' duties.

The IFO complement consists of two types of technical specialists-- Operations Advisors and Airworthiness Advisors. The Operations Advisors are certificated airline transport pilots/flight engineers who are type-rated and kept current in the big jets. They are also certificated flight instructors qualified in all small aircraft.

The Airworthiness Advisors are maintenance and avionics oriented and trained accordingly on both air carrier and general aviation aircraft. They are certificated FAA airframe and powerplant mechanics with a background in aircraft maintenance and inspection supervision. The IFO staff on Guam is made up of Chief Don Best; Operations Advisors Robert Whitney, T. D. Wilson, Charles Gauntlett and Chester Chang; Airworthiness Advisors Ellsworth Ching, Henry Mendoza and Ted Lacara; and Clerk-Stenographer Joan Cooper. Cover photo: Inspector Ellsworth Ching conducts routine inspection of Air Micronesia's B-727 at Guam International Air Terminal.

Administrator: No Dress Code

The Administrator has told the Air Traffic Control Association that clothes don't make the man ... or woman. At the same time, he indicated that the way people dress on the job is a pretty good indication of the way they view their professional status. But on the critical question of a dress code for controllers, the Administrator said he gave a firm "no" to those who suggested it. "People become professional by ... what they do," he told the ATCA meeting. "If FAA controllers want to select a blazer and trousers to identify themselves and build a professional recognition over the years, that's up to them. It's their business. That's what the pilots did. Controllers themselves will start to establish a dress code on how strongly they want to be professional." The Administrator also accepted a plaque from ATCA dedicated to all FAA employees "for maintaining the integrity of the national airspace system since Aug. 3, 1981."

Southeast Asian IFO



Some of the Southeast Asian International Field Office (IFO) personnel on the job are:

A--IFO Inspector Chuck Gauntlett making routine inspection of Flying Tigers' refueling operation.
 B--Clerk-Stenographer Joan Cooper.
 C--Chief Don Best.

D--Chuck Gauntlett, Henry Mendoza, Ted Lacara, IFO Chief Don Best and Elsworth Ching resolve problem through team action.

E--Ted Lacara checks Air Micronesia 727 landing gear.

F--Inspector Chuck Gauntlett inspects Australian NOMAD 24A aircraft.

G--Chuck Gauntlett checking out in the NOMAD aircraft. Photos courtesy of George Miyachi.

Change In FTS Billing

Effective Oct. 1, 1981, the General Services Administration (GSA) has made major changes in FTS billing procedures. Formerly, FTS billing was based on a statistical sample and call completion within the contiguous United States with a separate billing per call for calls to and from Alaska, Hawaii, Puerto Rico, the Virgin Islands and intra-Alaska calls. The new billing method will be based on a statistical sample and the average holding time of all FAA FTS calls. It is, therefore, important not only to control the number of FTS calls, but to limit the duration of each call to a minimum. In effect, we will be billed by the minute. The current estimate of FTS cost is \$.30 per minute.

North Las Vegas Tower Talk

After six weeks of providing Airport Advisory Service, the new personnel of North Las Vegas Tower began exercising air traffic control at the Air Terminal. Initial staffing includes: rehired retiree Paul Schultz; Vince Gagliardi from Los Angeles Center; Dan Mazgaj from Las Vegas FSS; John Woolever, presently at the FAA Academy; and Jim Riggins, on loan from Litchfield Tower. Beefing up the training is Jim Kemple, former tower chief now at McCarran, also on loan. The value of reopening the facility was proven recently when a mid-air collision in the traffic pattern was prevented by the alertness of Vince Gagliardi, and confirmed by the pilots involved. A great start, Vince--and in keeping with the professionalism displayed by all the personnel working in the Las Vegas Valley!

Family Group Life Insurance Enrollees

Employees who have the Option C - Family Life Insurance coverage are reminded that a claim (Form FE-6 DEP) must be filed in the event a covered family member dies. Covered family members include a spouse and unmarried dependent children under age 22. The form can be obtained from AWP-14F, 536-6868. If a family member dies and there are no longer any family members eligible for this coverage, Option C must be cancelled by filing a new Life Insurance Election, Form SF-2817.

ATARS Development Dropped

FAAers now have one less set of initials to carry around in their heads. It's ATARS which stood for Automatic Traffic Advisory and Resolution Service. The FAA Administrator said recently that the planned implementation of the Traffic Alert and Conflict Avoidance System obviated the need for ATARS and, consequently, he had stopped the development effort. He estimated the savings to the taxpayers at "hundreds of millions of dollars." ATARS essentially was a ground-based collision avoidance system that would have used the data link capability of the Discrete Address Beacon System (DABS) to communicate with pilots and provide them with traffic advisories and escape maneuvers. As an additional bonus to those who can't remember acronyms or keep initials straight, the agency also is dropping the DABS designation in favor of the internationally accepted term of Mode S transponder. The "S" in this case stands for selective address.

Pay Hike Proposed For Controllers And Others

The Department of Transportation is planning to ask Congress to approve pay increases for air traffic controllers and supervisors who stayed on the job when the controllers' union went on strike. Flight service station specialists, airway facilities technicians and others also would benefit from the proposed legislation.

The pay hike for controllers would mean an average annual increase of 6.6 percent with much of it retroactive to August 3, the day the strike began. The 6.6 percent would be in addition to a 4.8 percent increase for all government employees which went into effect earlier this month.

The proposed legislation also would give five percent raises to other FAA employees engaged in the operation and maintenance of the air traffic control and navigation systems and some other jobs.

A large part of the proposed increases would be exempt from the existing cap for career federal employees of \$50,112.50 a year. Approximately 24,000 FAA employees would be affected by the increase. Of these, approximately 10,360 would be controllers and supervisors. The others would be Air Traffic Service employees who staff the Flight Service Stations, the technicians who maintain the air traffic control and air navigation equipment and flight inspection and test pilots.

Transportation Secretary Drew Lewis said he would urge prompt enactment of the proposed legislation "as an important step in our efforts to rebuild the air traffic system." It would, he added, "assure that our current work force receives equitable pay treatment...while providing special recruitment incen-

tives.

The heart of the pay proposal is a section that would establish an "operational responsibility differential" of five percent of base pay that would go to all employees at or above the GS-9 (or WG-10) grade level who are engaged in the operation and maintenance of the air traffic control and navigation systems. It also would include flight inspection pilots--the pilots who check the accuracy of the navigation equipment--at or above the GS-11 level and test pilots at GS-12 and above.

The "operational responsibility differential" would be retroactive to August 3 and would not be subject to the pay cap.

The proposed legislation, known as the Air Traffic Control Revitalization Act of 1981, also would:

- Allow retired FAA and military air traffic controllers to be re-hired on a temporary basis without any reduction in their retirement pay.
- Provide an "operational currency differential" of 1.6 percent for supervisors and other former controllers who maintain operational currency as controllers even though they are not required to do so.
- Provide an "on-the-job training differential" of 10 percent to controllers who provide on-the-job training to other controllers in the handling of live traffic.
- Assure controllers a 30-minute lunch break in each eight-hour shift or pay them overtime for that 30 minutes if they are unable to take the lunch break.
- Allow controller trainees to be paid for time spent in training in excess of 40 hours a week; but at the regular rate, not the overtime rate.

The News In Brief

Those media reports about the government rehiring the fired controllers all have one thing in common: The sources are anonymous. By contrast, all the reports that say the controllers will not be rehired are attributed to a real, live person like the President or the Secretary or the Administrator. The latest person to speak out by name on the subject is Presidential Counselor Edwin Meese III. He told reporters in Washington recently that "There's no way and no reason" to rehire the fired controllers. He also said the pending Federal Labor Relations Authority action on PATCO decertification will not affect the Administration's position in any way. ● The per diem rate for long-term FAA Academy students has been increased from \$31 to \$33. The rate applies to students attending scheduled courses of more than 10 class days and not occupying Government-furnished quarters. ● The Office of the Chief Counsel will hold an Aviation Law Symposium Dec. 1-2. The meeting will include a general session as well as panel discussions on various specific subjects, such as noise-abatement responsibilities, wake-turbulence liability and aircraft certification's legal implications. Admission is free but, since space is limited, a reservation is necessary. To get one, write: Aviation Law Symposium, Regulations and Enforcement Division, AGC-200, 800 Independence Avenue, S.W., Washington, D.C. 10591. ● The Aircraft Owners and Pilots Association (AOPA) and the National Business Aircraft Association (NBAA) have filed suits in a New York City Federal court to reopen Westchester County Airport at night. Both actions are aimed

at a curfew imposed by the airport operator on October 1, which bans all aircraft operations from midnight to 7 a.m. AOPA contends that the ban is unconstitutional. The NBAA suit, which sought a permanent injunction against the ban, was defeated. ● The Air Traffic Control Association (ATCA) has given its 1981 Industry Award to Sperry Univac Defense Systems for development of the Automated Radar Terminal System (ARTS IIIA) and is installing it in the New York Terminal Radar Approach Control facility. The New York installation is the largest of its kind and uses eight large computers to provide controllers with alpha-numeric information on 42 displays. This is the second time Univac has won the ATCA award, having shared it with FAA in 1973 for the development of the basic ARTS III.

AD Cautions L-1011 Crews

The agency has issued an Airworthiness Direction (AD) requiring Lockheed L-1011 flight crews to closely monitor vibration and oil pressure readings on the aircraft's RB-211 engines and immediately shut down any engine that shows sudden rises in these readings. The agency's most recent action follows steps taken in August to ensure in-flight availability of engine vibration and oil pressure readings for crew monitoring. There have been two incidents in which the RB-211 fan stage tore away following the failure of the shaft on which it is mounted. In both cases, the failure was preceded by rises in one or both of the readings. The AD is an interim measure, pending the development of an engine modification that will prevent the shaft failure.

Civil Service

Retirement - Benefits For Natural Children

Unmarried children under age 18, or students age 18 through 21, of Federal Government workers are eligible for retirement benefits upon the death of the worker. The children do not have to have lived with the worker to be eligible for benefits. In the past, the Government refused to grant benefits to natural (illegitimate) children who did not live with their Civil Service parent. A recent court decision states that the Government cannot do this anymore. Employees who know of any child who was denied benefits for this reason, should advise the child to apply for benefits again. If application was never made, the child can still apply now if the Civil Service parent died on or after February 24, 1972. The child or parent should contact the Office of Personnel Management, P.O. Box 16, Washington, D.C. 20044, and should furnish copies of the birth certificate or court support order or other proof.

Van Vuren Honored

Air Traffic Service Director Raymond J. Van Vuren has received the Senior Executive Service Presidential Meritorious Rank Award for sustained accomplishment. He was cited for demonstrated executive ability and making significant and lasting contributions to system improvements and the enhancement of air safety. Specific accomplishments mentioned included his continuing support of efforts to reduce aviation fuel consumption and his initiating a major program to review and clarify all rules governing aircraft operations in the ATC system.

PATCO Decertified

The Federal Labor Relations Authority decertified the Professional Air Traffic Controllers Organizations on Oct. 22 in a decision that would have immediately rescinded the union's right to serve as the exclusive bargaining agent for FAA controllers. However, only hours after the decision was announced, PATCO attorneys obtained a temporary stay of the order from a Federal appeals court in Washington, D.C. The government was given until Monday, Oct. 26 to respond to the temporary stay order. All three FLRA members found that the union had "willfully and intentionally" violated the law by calling a strike against FAA. Because of this, the Authority ruled that the law "plainly requires revocation of PATCO's status as the exclusively recognized representative of the employees in the nationwide bargaining unit of air traffic control specialists employed by FAA." In addition, the Authority held that "as of this date PATCO is no longer a labor organization within the meaning" of the applicable statute. FLRA Chairman Ronald Haughton disagreed with his two colleagues on the decertification action noting that "the record is incomplete insofar as evidence bearing on the remedy is concerned, and therefore I am unable at this time to determine what remedy is warranted in this case."

PATCO Locals Fined

A Federal judge has imposed the maximum \$250,000 fine on each of five PATCO locals in Virginia. The fines resulted from contempt-of-court charges brought against the locals when members ignored a judge's order to return to work and participated in the Aug. 3 illegal walkout. PATCO has announced that the judgment is certain to be appealed.

People Helping People

Helping others is as much a part of the American scene as apple pie, baseball and football. Over the years people throughout the world have benefitted by our generosity. Now the time has come to respond to the needs of many of our own people. That is what the Combined Federal Campaign is all about. The 1981-82 CFC has been underway for three weeks. It is a once-a-year, on-the-job solicitation for scores of health and welfare agencies that more than ever need your support. These agencies all perform absolutely essential services

for the less fortunate among us. Wherever you live, they may be found aiding the poor and elderly, fighting a dreaded disease, or rallying to the assistance of disaster victims. Without them, human misery and suffering would reach intolerable levels.

Most campaigns in the Region continue through Oct. 31 -- but we have extended the Los Angeles County Campaign through Nov. 9. Why not fill in your pledge card today? Let's make the campaign this year a "whopping" success. We can do it with your help!

COMBINED FEDERAL CAMPAIGN



1982
LOS ANGELES COUNTY

STATUS REPORT

DIVISION	% Contributing by Payroll Deduction	% of Participation	Average \$ Donation
OFFICE OF DIRECTOR/STAFF	25	46	78
PERSONNEL MANAGEMENT	26	35	93
ACCOUNTING	13	41	23
BUDGET	40	40	182
LOGISTICS	17	17	71
MANAGEMENT SYSTEMS	68	77	91
FLIGHT STANDARDS	21	29	73
FIELD FACILITIES	21	39	37
AVIATION MEDICAL	80	100	67
FIELD FACILITIES	33	67	73
AIRWAY FACILITIES	15	23	53
FIELD FACILITIES	13	18	55
AIR TRAFFIC	21	32	128
FIELD FACILITIES	10	10	158
AIRPORTS	41	55	76
CIVIL AVIATION SECURITY	100	100	150
FIELD FACILITIES	50	60	54
FIFO	2	2	78
L.A. AREA A/C CERT. OFFICE	15	16	63
OVERALL AVERAGE	15	20	86

CONTRIBUTIONS TO DATE: \$27,174.50
as of: 10/16/81

GOAL: \$68,615