

Nov. 6, 1981

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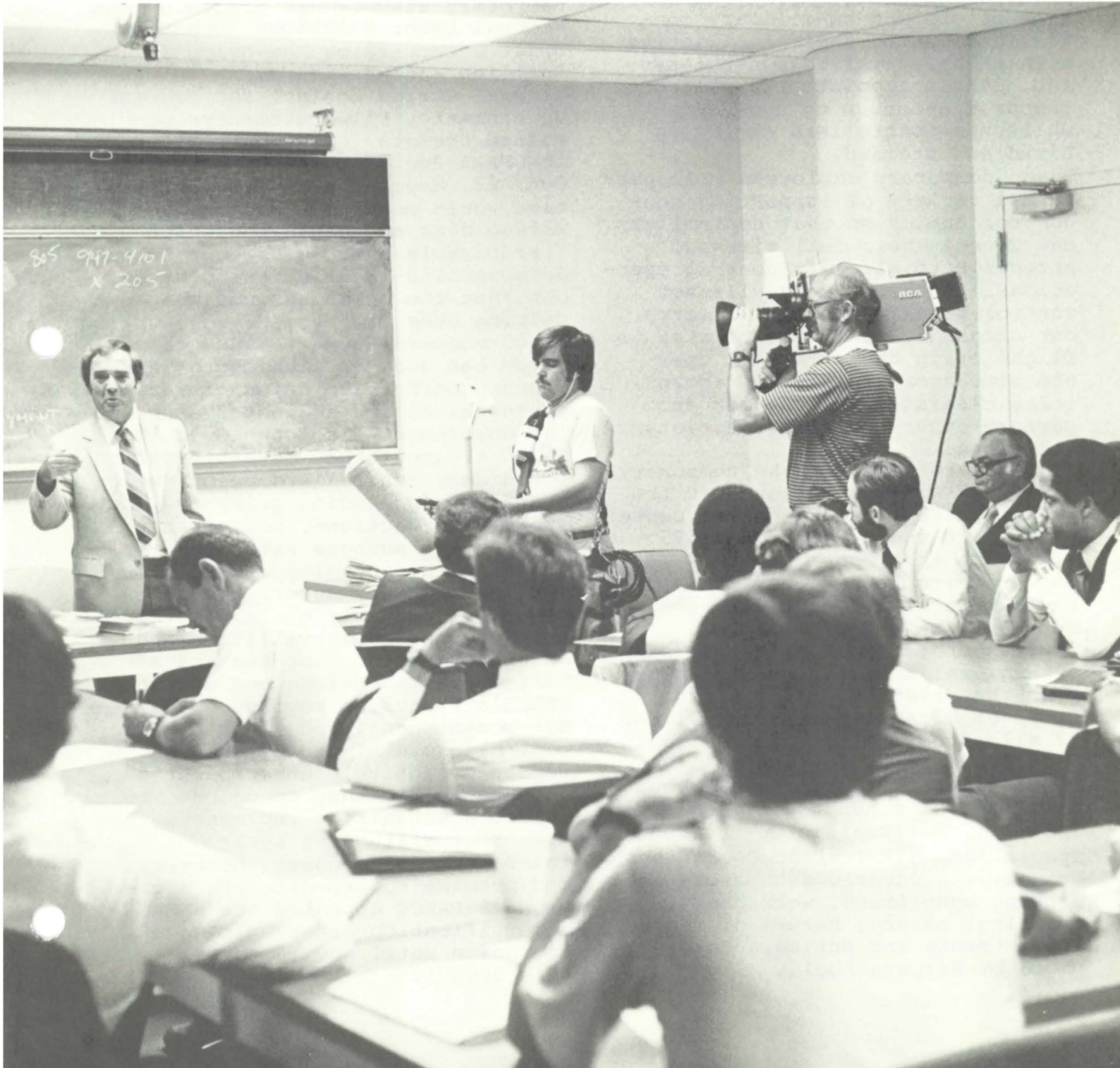
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



Cover Story

The FAA recently announced that it would hire approximately 1,500 temporary employees to assist in replacing the air traffic controllers who were dismissed for illegally striking against the government.

Target groups for filling these Flight Data Specialist, GS-2102-7, positions include furloughed airline pilots and ex-military controllers due to their familiarity with the air traffic control system. Their appointments will be temporary--for up to two years--while new controllers are being hired and trained.

These temporary employees will perform a variety of supporting non-control duties so that controllers can devote their full time and attention to aircraft control operations. Although they will not control traffic, they will carry out necessary functions related to flight strip distribution, operate simulator training equipment, relay clearance information and perform other controller assistance functions.

Approximately 825 of the temporary employees will be employed at the 20 Air Route Traffic Control Centers throughout the country, and 675 will work in airport towers.

We expect to have 213 in the Western-Pacific Region--188 on board by the end of November.

Cover photo: NBC, Channel 4, was at Regional Headquarters to televise the briefing of the first group of 22 applicants to fill the 42 allocated positions for Flight Data Specialists for the Los Angeles Center in Palmdale. The briefing was conducted by Bob Smith (center), Air Traffic Operations Specialist, Air Traffic Operations Branch, and covered such areas as working conditions, work hours, training, salary, nature of their appointments and duties. Cover photo by Barbara Abels.

PATCO STRIKES OUT

The Professional Air Traffic Controllers Organization no longer represents FAA controllers. On Oct. 27, a Federal Appeals Court in Washington, D.C., lifted the temporary stay it had placed on the Federal Labor Relations Authority order decertifying the union for "calling and participating in" an illegal strike against the Federal Government. PATCO attorneys obtained the stay only hours after the FLRA decision was announced on Oct. 22, arguing that decertification would mean the loss of dues withholding and cause the union "irreparable harm." However, the Government's legal brief pointed out that the union has not been receiving dues from some 3,200 working PATCO members anyway, since this money has gone into an escrow account pending resolution of various financial claims against the union. The Government also countered the PATCO argument that decertification would deny controllers union representation in pending grievance and arbitration actions, noting that alternative avenues exist for pressing these claims and pointing out that, in any event, the union could not properly or fairly represent people it has villified and harassed for the past two and a half months. "Unless and until PATCO's status is revoked," the Government continued, "air traffic controllers employed by the FAA remain effectively unrepresented and unable, if they so choose, to select a bargaining representative that will serve their interests." The court, however, did promise to expedite its decision if PATCO appealed the FLRA decertification order. It gave the union until Nov. 6 to file this appeal.



FURLOUGHED PILOTS' ORIENTATION-- The first group of furloughed airline pilots hired by the Western-Pacific Region to assist Air Traffic Controllers created a great deal of local press interest.

Top: John Marshall (left) of NBC, Channel 4, with camera crew, film pilots' question and answer session with John Breen (right), Training Officer, Los Angeles Air Route Traffic Control Center.

Bottom left: In background are members of NBC network and Ruth Arnold (middle), Chief, Air Traffic Placement Section, Personnel Management Division.

Bottom right: Bob Smith, Air Traffic Operations Specialist, answers a few more questions from the furloughed pilots. Photos by Barbara Abels.

FAA And Long Beach Airport Day

Long Beach Airport recently celebrated "Airport Day", highlighted by skydivers, gliders, static displays, films and a fantastic aerobatic demonstration by Art Scholl. Long Beach Airway Facilities and Air Traffic personnel combined to present an outstanding display for the many thousands of visitors who attended the gala spectacle. Nick Heineck and Ken Champagne of Airway Facilities set up a mock radar presentation complete with communications and elaborate test equipment.

Kathryn "Kitty" Kuhlman, Long Beach Acting Tower Chief, was instrumental in assisting with the display and explaining the Air Traffic pictures to the many visitors. All in all, it was an excellent exchange with the public concerning FAA's mission.

STILL GETTING LETTERS

If Intercom printed all the congratulatory messages the agency has received from airspace users over the past three months, there wouldn't be room for anything else in these pages. But just to let everyone know they are still coming in, here's a recent example from Pacific Southwest Airlines: "In the confusion resulting from the current difficulties with the ATC system and the problems of individual air carriers, we sometimes forget to say thanks. When we are arguing back and forth, it may appear that carriers don't appreciate how difficult it must be to make the system work. Well, we think all the folks at the FAA--administrators, controllers, analysts, secretaries, etc.--have done a terrific job under very trying circumstances. We would like you to know that it is appreciated. Thanks."

Executive Development Program Candidates Picked By DOT

Seven FAAers at the GS-15 level have been selected to participate in this year's Department-wide Executive Development Program, now called the Senior Executive Service Candidate Development Program. Those chosen are: Alexander R. Hammond, Acting Chief, Airway Facilities Division, AWP; David B. Carmichael, Executive Officer, Aero Center; Thomas J. Howard, Assistant Chief, Flight Standards Division, AGL; Thomas Imrich, Assistant Chief, Flight Standards Division, ANW; Michael E. Perie, Chief, Advanced Automation Branch, ARD; Stanley Rivers, Acting Chief, Airway Facilities Division, AGL; and John M. Rodgers, Chief, System Analysis Division, Aviation Policy and Plans. The participants already have started the program and have completed interviews with the Transportation Secretary and FAA Administrator, along with other key departmental and agency officials. They are currently completing their individual development plans. Subsequent training will include participation in Office of Personnel Management-sponsored seminars as well as job assignments in both DOT and other agencies.

PHOTO CONTEST EXTENDED

The deadline for the FAA employee photo contest has been extended to Nov. 30. Winners will be announced Dec. 21. If you need further information or entry forms, contact regional/center public affairs offices or APA-330 in headquarters. Don't miss this opportunity to be one of the nine winners of \$200-\$100-\$50 Series EE Savings Bonds.

FAA Administrator:

Good Management Practices to Prevail

The decertification of PATCO should have little impact on Air Traffic Service personnel policies and practices, since most of the items in the PATCO contract are covered by FAA directives. And the Administrator has told all air traffic field facilities that he expects these directives "to be fairly administered." In addition, the Administrator said that changes in local personnel policies should be made only for sound management reasons and only after employee input has been solicited and carefully considered. Also, he emphasized that "present procedures covering overtime, operational

errors and promotions shall be continued as good management practices." Finally, the Administrator said a task force composed of facility chiefs, team supervisors and working controllers was being organized "to ensure that good management practices developed over the past decade are made a part of a document for facility chiefs to administer." He noted that this document would be issued on an interim basis pending additional contributions from field facilities and the consultant labor relations committee presently conducting a five-month study of ATC employment conditions.

GAR Changes

The General Aviation Reservation (GAR) program established on Oct. 19 was recently amended. Principal changes include:

- Reservations are now required for IFR departures/en route pickups between 0600 and 1959 local time. Previously, they were required between 0600 and 2200 local time.
- Flight plans and requests for reservations will be accepted no more than 24 hours and no less than 30 minutes in advance of the proposed departure time. Previously, they had been acceptable no more than 16 hours and no less than one hour in advance of the proposed departure time.
- For multiple flight plans, the last departure must be within 24 hours of the time the request is made.
- Exempt from these rules are general aviation turbojet aircraft cruising at 29,000 feet and above, Presidential and Vice Presidential aircraft, "Mercy Flights," and non-stop flights destined for airports outside the continental U.S.

New Chain-of-Command

Effective Nov. 1, FAA employees in the field who deal with aircraft certification will find themselves in new chains of command. But they won't have to move. Instead, they will stay where they are and report to "Aircraft Certification Directorates" that have been established in each of the four lead regions with certification responsibilities. These are Northwest Mountain, Central, Southwest and New England. For example, the Flight Standards Engineering and Manufacturing District Offices in the Western-Pacific and Alaskan Regions will report to the Northwest Mountain Region, which is the lead and certification region for large transport aircraft. Similarly, the Central Region Director will be responsible for engineering and manufacturing activities in the Southern and Great Lakes Regions, as well as his own. The action is being taken to further streamline and improve the certification process and also to improve career opportunities in the certification field.

Radar Training Rescheduled

FAA is shifting the radar training phase from the initial ATC course at the FAA Academy and will provide this instruction later in a new controller's developmental cycle. The change, together with other adjustments in the schedule, means the new trainees will enter the work-force and become productive five weeks earlier than previously was the case. Enroute students now will spend 12 weeks and terminal students 15 weeks at the Academy learning the basics of non-radar control. After graduation, they will report to a control facility, returning to the Academy for radar training just before they begin radar qualification work in the field. Providing radar training later in the curriculum will reduce some of the instructional workload for field facilities and will limit the cost of training to only those individuals selected for or assigned to radar control facilities.

Tucson Flight Service Station News

Belated congratulations to Brenda Dickinson who was recently married and has changed her last name to Escher. Everyone who attended Bob Young's going-away party at Ron Mathews' place had a lot of fun and much good food. Carmen Simbari was voted Comeback Athlete of the Year after the volleyball game, and Diana Stamper and Marie Bergmann tied for the honor of being the most vocal. Good luck, Bob, on your return to Las Vegas.

Retiree Illness

Karl Hoffman, retired Chief, Flight Inspection and Procedures Staff, AWP-220, has entered the hospital for Chemo-therapy treatments. Cards and messages of cheer and encouragement may be sent to his home at: 949 Country Hill Road, Santa Maria, CA 93454.

Retiree Death

The many friends of FAA retiree Mel Wilson will be saddened to learn that Mel passed away in Tucson, Arizona, on October 21 due to a massive heart attack. Prior to his retirement, Mel had served as Chief, Western Region Audit Division, for many years. Condolences may be sent to Mel's wife, Maureene, at: Far Horizons, No. 44, 5000 E. Grant Rd., Tucson, AZ 85712.

DUES NO LONGER WITHHELD

As a result of the decertification of PATCO, that union's dues withholding allotments will be terminated. According to the Office of Labor Relations, it is not necessary for employees to take any action to have this done. It will be done automatically.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and photographs should be received by the Editor, AWP-5, extension 6431, by 11 a.m., Thursday for publication in the following week's issue.

Forecasts

Note

Growth

A not-so-funny thing happened to this year's "Aviation Forecasts" on the way to the printer, according to Harvey Safeer, Director of FAA's Office of Policy and Plans. The publication was detoured by the August 3rd controllers' strike, became obsolete and ended up in the shredder. Consequently, the agency held its annual Aviation Forecasting and Planning Review Conference on October 13-14 without any printed forecast to handout. But Safeer promised an updated forecast would be ready in the near future and provided some general long-range projections to tide people over. For example, he said domestic airline passenger traffic would increase four percent annually beginning in 1983, reaching a total of 466.2 million in 1993. Commuters are forecast to grow at almost double that rate--7.9 percent--hitting 35.2 million in 1993. Similar growth trends are projected for general aviation, with the number of aircraft increasing from 210,000 to 352,000 in the 1980-1993 time period and flight hours rising from 42 million to 75 million. And, of course, all this means more work for FAA. Tower operations will grow at an annual rate of 3.7 percent and flight service station workload 5 percent.

New Pilot At Oakland Center

Congratulations are in order for Beleno O. Damian, Jr., Student Aid at Oakland Air Route Traffic Control Center. Beleno recently passed the test for his private pilot's certificate.

Long-Term Training

This year, due to restrictions on staffing and budget, only four candidates will be selected agency-wide. The Long-Term Training announcement, Notice N-3155.9, will be distributed about Nov. 10. Employees who meet the requirements and plan to apply should contact the Training Branch, AWP-17, at FTS 966-6220, or 536-6220.

What To Do In Case Of Government Vehicle Accidents

In the past, some employees have expressed concern because of the misinformation or lack of information received on how to file a claim for damages in case of an accident while driving a government vehicle. The following information may be helpful:

When a government-owned vehicle is involved in an accident with a privately-owned vehicle, all employees should be advised of the Tort Claim procedures should an inquiry be made by the private party desiring to submit a claim for damages. The government is self-insured. If an individual wishes to submit a claim for damages, he or she may do so by completing Form SF-95, "Claim for Damage, Injury, or Death," and submit it, along with at least two estimates for repair, to:

FAA Western-Pacific Region
P.O. Box 92007, WWPC
Los Angeles, CA 90009
ATTN: Fran Baker, AWP-52A.

Remember that a government employee should not discuss liability with the private party. That matter will be legally determined by FAA's Regional Counsel. Further questions may be directed to Fran Baker, 213/536-6334 or FTS 966-6334.

COMBINED FEDERAL CAMPAIGN



1982
LOS ANGELES COUNTY

STATUS REPORT

**Thank You
For Your Help!**

At the end of the third week of the Combined Federal Campaign, Merrilyn Basham, CFC Campaign Coordinator, reports that the campaign is doing very well. Approximately 40 percent of the FAA employees in the Los Angeles County area, or 654 employees, have already made contributions. Contributions and pledges to date total \$46,546.00. The campaign ends on Nov. 9, and if you haven't had time to make your pledge, do so now. Join your fellow employees who are doing their share to help the needy by giving your gift. The Payroll Deduction Plan is an excellent way to give since it makes it easier to contribute an amount commensurate with the importance of the cause, by having your contribution spread out over the entire year. Whether you decide to use the Payroll Deduction Plan or make a cash contribution, the most important thing is to "Give."

Jim Nielsen, Campaign Chairman, expressed his appreciation to key-persons at a recent meeting. A special thanks was extended to key-persons who have completed their portion of the campaign. These include: Harald Hahn, Budget Division; Alice Vaccio, Staff Offices; Michael Peters, Management Systems Division; and Jay Adsen, Civil Aviation Security Division. Employees at the Los Angeles Flight Inspection Field Office and Northwest Region Aircraft Certification Office are also extended a special thanks for their participation and support of the Los Angeles County Campaign. These employees' payroll deductions are processed through Oklahoma City and the Northwest Region, but they have chosen to designate their contributions to our campaign. The final report for this year's campaign is Nov. 8, 1981. Let's keep up the good work!

| DIVISION | % Contributing by Payroll Deduction | % of Participation | Average \$ Donation |
|----------------------------|-------------------------------------|--------------------|---------------------|
| OFFICE OF DIRECTOR/STAFF | 43 | 71 | 74 |
| PERSONNEL MANAGEMENT | 35 | 87 | 63 |
| ACCOUNTING | 18 | 59 | 22 |
| BUDGET | 40 | 40 | 182 |
| LOGISTICS | 34 | 47 | 66 |
| MANAGEMENT SYSTEMS | 74 | 84 | 98 |
| FLIGHT STANDARDS | 27 | 36 | 68 |
| FIELD FACILITIES | 34 | 53 | 66 |
| AVIATION MEDICAL | 80 | 100 | 67 |
| FIELD FACILITIES | 33 | 67 | 73 |
| AIRWAY FACILITIES | 25 | 43 | 57 |
| FIELD FACILITIES | 37 | 54 | 50 |
| AIR TRAFFIC | 41 | 59 | 103 |
| FIELD FACILITIES | 15 | 16 | 127 |
| AIRPORTS | 41 | 79 | 60 |
| CIVIL AVIATION SECURITY | 100 | 100 | 150 |
| FIELD FACILITIES | 56 | 90 | 46 |
| | | | |
| FIFO | 33 | 45 | 65 |
| L.A. AREA A/C CERT. OFFICE | 34 | 48 | 74 |
| OVERALL AVERAGE | 28 | 40 | 71 |

CONTRIBUTIONS TO DATE \$46,546.00
as of: 10/29/81

GOAL: \$68,615

**F&E
Obligations
Goals Party**

Come and celebrate - the Facilities and Equipment (F&E) Goals Party will be held on Thursday, Nov. 12, 4:30 p.m. at the 94th Aerosquadron Restaurant - 2780 Skypark Dr., Torrance. No host bar. Hors d'Oeuvres (compliments of the restaurant). Please call Bev Stevenson, x6518, if you plan to attend so that arrangements can be made with the restaurant.