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**Federal Aviation  
Administration**

# Western-Pacific Intercom



Decentralized Word Processing

## Cover Story

Western-Pacific Region word processing has branched out into a new direction. For the past six years, the region utilized a large, centralized word processing system consisting of 17 work stations tied into a centralized computer.

Western was the first with a centralized shared logic system, and now we have completed another first: A DECENTRALIZED word processing shared logic system, whereby each individual office retains its own terminals. In addition to their primary terminal operators, others in their offices are trained for backup assistance as needed, as well as those users with unique reports, which they themselves can access, review and update immediately as a management tool.

Terminals are dedicated to individual divisions, according to workload volume, and the output is generally equal to or higher than a centralized concept. This is due to the fact that the divisions have total workload control and more than one operator available to use a terminal before or after normal working hours or during the lunch and break periods for maximum utilization.

Operations training and special assistance to divisions is provided by the Data Processing Branch, Word Processing Operations Section.

The Word Processing Operations Section also provides all systems file maintenance and software updates to insure division files are current and maximum utilization is made of system capabilities.

Word Processing Operations also provides direct word processing support to the Director's Office, Staff Offices, and the Budget, Personnel Management, Accounting, Civil Aviation Security, Management

Systems and Aviation Medical Divisions.

What do the new division operators have to say about the new system? --Judy Sullivan says, "With the use of the Word Processing equipment, I will be able to send out Purchase Orders and letters more quickly."

--Larry Kruse says, "The Word processor enables me to process Government Bills of Lading in a timely manner and stores information I repeatedly use--a great time saver!

--Marge Booth says she will now be able to retrieve and update her reports and update form letters on the system when the Word Processing operator is not available.

--Geneva Davis says, "As procurement clerk, I assist contracting officers in various aspects of purchasing. The Word Processor will eventually enable me to save time typing diverse documents."

In general, Word Processing is working well under the decentralized concept.

It's a new direction--and a constantly improving one.

Cover photo: Word Processing Operations Section: From left--Lindale Smith, Chief, Data Processing Branch; Barbara Heckrotte, Computer Operator; Marilyn Ramsey, Information Systems Processing Specialist; and (seated) Margie Kimble, Computer Operator.

Cover photo by Barbara Abels.

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# Decentralized Word Processing



Users of Decentralized Word Processing, from left:  
 A--Mary Teats and Olga Gomez with Ted Schlesinger, Chief, Program/Planning Section, Airports Division.  
 B--Clyde DeHart, Flight Standards Assistant Division Chief, discusses project with Division Word Processing Specialists Patti Zeman and Michele Vincelette.  
 C--Phil White, Attorney, Regional Counsel's Office, discusses case with Fran Jennings.  
 D--Standing--Larry Kruse, Joan Sunshine, Geneva Davis and Judy Sullivan. Seated--Fran Baker and Mark Roser. Mark is providing terminal training to various Logistics Division employees. Photos by Barbara Abels.



# More Word Processing



From left:  
A--Bea Mathewson, Word Processing Operations Computer Operator, and Betty Hall, Word Processing Operator, retrieve data from archive storage.  
B--Debby Maxwell, Shirley Thompson and Bettina Dichter of the Airway Facilities Division.  
C--Sylvia Kraan and Pat Hamel, Airway Facilities Division.  
D--Jack Mead and Debbie Kidman, Air Traffic Division. Photos by Barbara Abels.



## Civilair Christmas Toys For Tots



This year Civilair is sponsoring a Christmas project to help disadvantaged children have a joyful Christmas. FAA employees are encouraged to donate small toys which will be given to the Hawthorne Disaster Wing for distribution to needy children in the U. S. and Mexico.

The toys should be new or in good working condition and may include: small tools, scissors, combs, mirrors, costume jewelry, sewing material, etc. Do not contribute toys with batteries or which require electricity. The toys should be small for easier handling. Toys may be donated until Dec. 1 to ensure that they reach their destinations before Christmas. Large barrels are located in the lobby of the Regional Headquarters building, at LAX Hangar complex, and at the Long Beach Aircraft Certification Office.

The Hawthorne Disaster Wing, based in Inglewood, California, is a non-profit organization which was established in 1975 and operates as a relief and disaster organization. It responds with aircraft supplies and medical assistance to natural disasters both in the United States and other countries.

It also provides food, clothing, medical service and supplies to area of need and poverty. Each year the Hawthorne Disaster Wing makes a yearly Christmas pilgrimage, transporting toys, clothing and shoes to disadvantaged children. This year the schedule includes: Needy families in the United States; Indian missions in Mexico; a Christmas party for the entire village of Valle de Trinidad with Santa Claus visiting 1,000 children from surrounding areas; annual Christmas party for the needy children in Cuerpo de Rescate, Ensenada; and distribution of articles to the Cloistered Sisters at Ensenada for distribution to the needy in the Benito Juarez section. Further information may be obtained by contacting Sherri McKenzie, Services Branch, AWP-53, telephone 213/536-6727.

## Employee Death

We are saddened to report that Bernard Nichunsky suffered a heart attack and passed away on Nov. 4. Bernard was a Contracting Officer in the Construction Contracting Section, Procurement Branch, Logistics Division, since 1972. Prior to that time, he was a Contracting Officer with the U.S. Navy Department. Bernie will be missed by his friends and fellow employees. We send our sincere condolences to his family.

## In Sympathy

Friends of FAA Retiree Hart "Hank" Mark will be saddened to learn that his wife Dorothy "Dot" passed away on October 26, in Sacramento. Hank served as Deputy Chief of Seattle Air Route Traffic Control Center, Chief of Albuquerque Center, and Chief of McClellan RAPCON before his retirement. Our sincere condolences to Hank and his family.

## Direct Overseas Dialing Announced

The General Services Administration has announced that direct dial calls now can be made to Alaska, Hawaii, Puerto Rico and the U.S. Virgin Islands. Callers no longer need go through the FTS operator. For Alaska calls, dial 8 plus 907, plus the appropriate seven-digit number; for Hawaii, 8 plus 808, plus the seven-digit number; and for Puerto Rico and the U.S. Virgin Islands, 8 plus 809, plus the seven-digit number.

## Oxnard Tower News

Oxnard Tower is once again open and operating thanks to Ed Renfro, Chief, Santa Maria Tower, and two of his controllers, Ron Braden and Jerry Vasser. Welcome to Oxnard ya-all! Oxnard also has three more welcome additions from the U.S. Navy: AC1 Dennis Jardin from Alameda; AC1 Tom Conger from San Nicolas Island Tower; and AC3 Ramsey Hamilton from Point Mugu Tower.

## Logistics Division Christmas Luncheon

Friday, Dec. 18! Mark this date on your calendar NOW and don't miss out on a fun-filled afternoon at the Ocean Crest Inn at the Elks Lodge, 315 Esplanade, Redondo Beach. The Logistics Division is hosting this late afternoon party (cocktails start at 12:30 p.m.; lunch at 1:30 p.m.) Everyone is invited! Lunches start at \$7.50 (cash bar - well drinks \$1.25) -- and a new twist to things--a Christmas auction. Watch for further details.

## Civilair News

Last reminder to place your order for See's Candy. Price this year is \$4.40 per pound, with 20 cents extra for mailing boxes. Order forms are available at the Civilair Desk and from your Civilair representative. Last day to order is Nov. 18. Candy will be delivered on December 9.



Happy  
 Birthday  
 U. S. Navy

October 13, 1981 marked the 206th Birthday Anniversary of the United States Navy. In celebration of the event, the Department of the Navy Office in the Western-Pacific Regional Headquarters hosted a cake-cutting ceremony. Regional Director H. C. McClure briefly addressed the gathering highlighting the positive and harmonious working relationships enjoyed between the region, the U.S. Navy and other Department of Defense offices.



Top photo: From left--Lt. Col. Vincent S. Coll, U.S. Marine Corps; Marilyn Miller, Secretary; and CDR Charles J. Jorgensen, U.S. Navy. Bottom photo: From left--Regional Director H. C. McClure; Joe Kisicki, Deputy Chief, Phoenix TRACON; Bob Brekke, Airspace and Procedures Specialist; Lt. Col. Vincent S. Coll, USMC; Marilyn Miller; and Commander Charles J. Jorgensen, USN. Photos by Barbara Abels.

## FAA Christmas Dinner-Dance

All FAA employees and friends are invited to attend a Christmas Dinner-Dance to be held on Friday, December 11, at the Long Beach Navy Officers' Club, Allen Center. Hors d'oeuvres and cash bar cocktail hour: 7 to 9 p.m. Buffet dinner to 9 p.m. Dancing to follow. Cost: \$10.25 per person. A special invitation is extended to all retirees to join us for the Holiday

festivities. Reservations may be made by contacting: Bob Gallimore, Flight Standards, FTS 966-6255; Ely Stanson, Air Traffic, FTS 966-6183; or Gayle Hodges, Airway Facilities, FTS 966-6153.

NOTE--Reservations must be paid for by Nov. 30 in order to receive your gate pass. Absolutely no one will be admitted to the base without a gate pass.

## Long-Term Training

The agency is looking for candidates for its 1982-83 Long-Term Training Program, which provides those selected with a year of graduate level studies at various educational institutions. All qualified employees may apply for the Air Transportation System Specialist (ATSS) and the Education for Public Management (EMP) programs. However, participation in senior level training programs at the Air War College and Industrial College of the Armed Forces will be restricted to Executive Development Program candidates.

## FAA Supports AM Weather

The agency has agreed to provide partial funding to help keep the popular "AM Weather" television series running for another year as a service to general aviation pilots. The 15-minute weekday program features weather maps, satellite motion sequences, radar reports, extended forecasts and other information necessary for sound flight planning. In announcing the \$150,000 grant, FAA noted that weather is a major cause of general aviation accidents and said the kind of information provided by "AM Weather" could help improve the safety record. The program is produced by the Maryland Center for Public Broadcasting in cooperation with the Weather and Satellite Service of the National Oceanic and Atmospheric Administration. Begun in 1978, it is transmitted live to over 240 public TV stations Monday through Friday at 6:45 and 8:45 a.m.

## FAA Seeks Simpler Cockpit Warning System

Cockpit warning systems in airliners of the future will be a whole lot simpler and more standardized throughout the industry if aircraft manufacturers follow the guidelines recently published by the agency. The guidelines are included in a two-volume report on a two-year test and evaluation of various alerting system designs by Boeing, Lockheed and McDonnell Douglas. The work was done under an FAA contract by a team of pilots, engineers and human factors experts from the three companies. The FAA study report says the proliferation of alerts of all kinds, including horns, bells, chimes, "wailers," flashing lights and color-coded displays, is causing flight crews to regard them as a nuisance rather than a help, and the agency is concerned that flight crews will begin to ignore the alerts. Examples of the rapid increase in alerts is the 142 percent jump from the 188 alerts in the B-707 to 455 in the B-747, and the similar increase in McDonnell Douglas aircraft, with the number of alerts going from 172 in the DC-8 to 418 in the DC-10. The report concludes that there should be fewer alerts, both visual and aural, in future aircraft, the workload they place on flight crews should be cut down, and the time it takes for flight crew after the alert to assess the problem and take corrective action should be minimized. Copies of the report, "Aircraft Alerting System Standardization Study," (DOT/FAA/RD-81/38) can be obtained from the National Technical Information Service (NTIS).

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## ATC Pay Bill Sent to Hill

The proposed pay hike for controllers, flight service specialists and others, recently announced by the Secretary, was sent to Capitol Hill last week. In his transmittal letter to Congress, Secretary Lewis urged prompt enactment of the proposed legislation, saying it is needed "to provide special recruitment incentives to assure that our current work force receives equitable pay treatment." The proposed pay package would provide an average 6.6 percent pay boost for controllers. Besides controllers, FSS specialists and their supervisors, the proposal covers most AAF employees in field sectors, certain flight inspection personnel and flight test pilots who would get about five percent. Both pay hikes are in addition to the 4.8 percent increase all Federal employees recently received.

## Decertification Unanimous

The decision by the Federal Labor Relations Authority to decertify PATCO became unanimous last week when the FLRA chairman reversed his stand and joined the two other members of the FLRA panel in the Oct. 22 order revoking the union's exclusive bargaining status. Chairman Ronald W. Haughton initially voted against decertification but said he would concur with the majority decision if the union did not act within five days to end the strike and show its intention to abide by the statute prohibiting Federal employees from striking. The chairman noted that the union didn't, so he did. Meantime, PATCO has notified the U.S. Appeals Court in Washington, D.C., that it is appealing the FLRA decision.

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## 30-Year Pin For Panasiti

Dom Panasiti (right), Regional Communications and Emergency Operations Officer, AWP-6, receives his 30-year service pin from Deputy Administrator Mike Fenello. Before coming to the Regional Headquarters in March of 1981, Dom served as Deputy Chief, San Diego FSS; Chief of Daggett FSS; Assistant Chief, Salinas FSS; and Flight Service Specialist at Thermal, San Francisco, and various stations in Alaska. Photo by Alex Garvis.



**COMBINED FEDERAL CAMPAIGN**



**1982**  
LOS ANGELES COUNTY

**STATUS REPORT**

DIVISION	% Contributing by Payroll Deduction	% of Participation	Average \$ Donation
OFFICE OF DIRECTOR/STAFF	43	71	74
PERSONNEL MANAGEMENT	39	93	61
ACCOUNTING	18	61	21
BUDGET	40	40	182
LOGISTICS	40	65	55
MANAGEMENT SYSTEMS	74	84	98
FLIGHT STANDARDS	33	47	74
FIELD FACILITIES	34	53	66
AVIATION MEDICAL	80	100	67
FIELD FACILITIES	33	67	73
AIRWAY FACILITIES	27	48	56
FIELD FACILITIES	38	55	50
AIR TRAFFIC	54	76	93
FIELD FACILITIES	39	43	96
AIRPORTS	41	79	60
CIVIL AVIATION SECURITY	100	100	150
FIELD FACILITIES	56	90	46
FIFO	40	58	63
L.A. AREA A/C CERT. OFFICE	34	48	74
<b>OVERALL AVERAGE</b>	<b>38</b>	<b>52</b>	<b>72</b>

CONTRIBUTIONS TO DATE \$62,012.50  
as of: 11/8/81

GOAL: \$68,615

**Thank You For Caring**

We are nearing the end of our campaign and results to date show that we really do care. We have nearly reached our goal of \$68,615 with the contributions from FAA employees in Los Angeles County amounting to a grand total of \$62,012.50. The Western Region of the FAA has been one of the leading contributors to the Combined Federal Campaign in past years which has shown that we personally care for the less fortunate people in our midst. We know that your contributions were based strictly on your own feelings of compassion and realization of the research, education and service needs of your

community. Your gifts will be appreciated by all those who will benefit from your generosity. We would like to extend a special thank you to those keypersons in the field who volunteered their time and efforts to making our campaign a success. Without them we could not have come this far. It's still not too late to show that you care. If you haven't filled out your pledge card, please do so now. A reminder to keypersons: Please be sure to make contact with employees on leave or away at training and give them the opportunity to participate. Remember--it's easier by Payroll Deduction...why not try it?