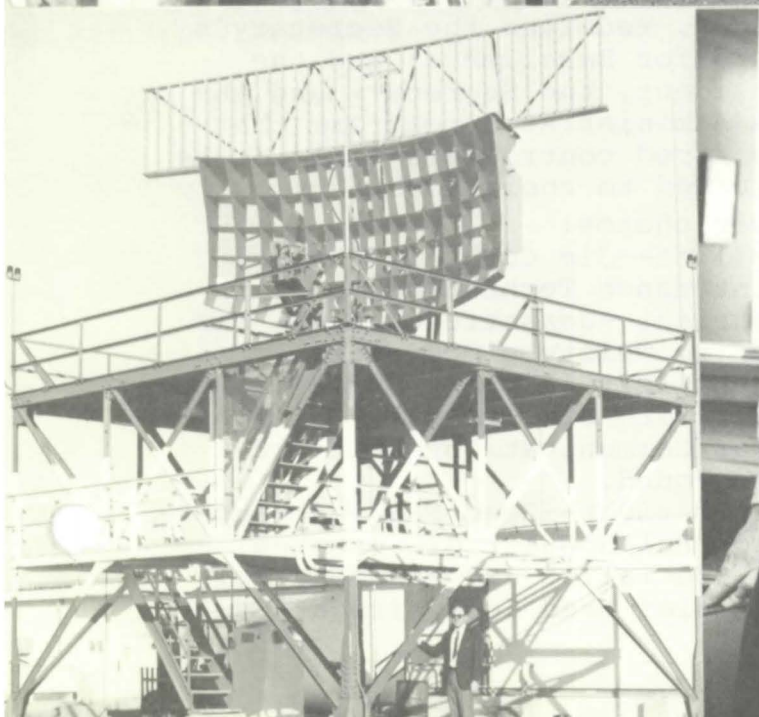
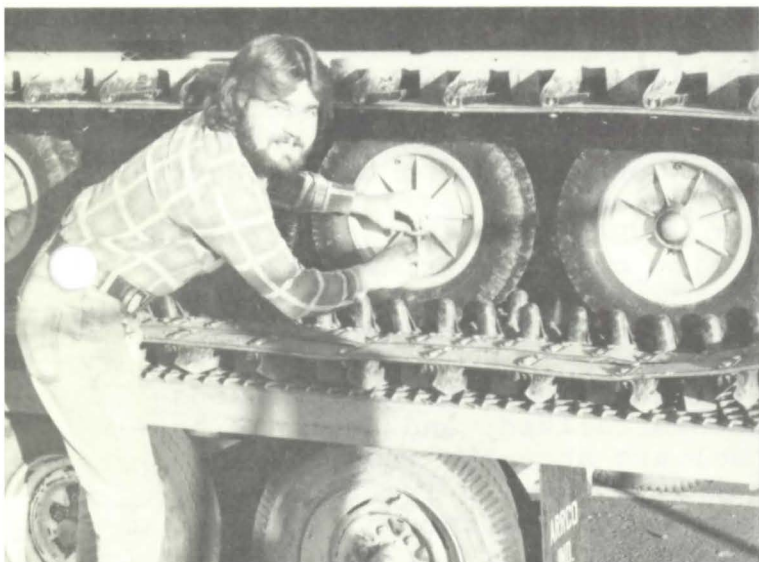




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

1981 Review



COVER STORY

1981 was a year of challenges and triumphs for the Western Region. Before the end of the year, on Oct. 1, the Western Region had gained hundreds of thousands of extra miles when it assumed responsibility for the Pacific Region, thus becoming the Western-Pacific Region. The year was studded with high-lights, but here are just a few of the happenings which might trigger a few memories:

- Jan. - DC-9-80 is type certificated; Los Angeles Center Weather Service Unit is commissioned; Oakland Center AFS wins two energy awards; Top EEO awards are received by Robert Juarez, Phoenix AFS, and John Romero, Los Angeles AFS; and Andrew L. "Drew" Lewis is named as DOT Secretary.

- Feb. - Black History Month is observed throughout the region; FAA is the first to greet Iranian hostages entering American airspace; 1,000 employees complete EEO program seminar in the region; and Las Vegas Tower controllers assist helicopter rescuers during the second major hotel fire.

- Mar. - Five California Airports are among the top 10 in the nation in total aircraft operations.

- Apr. - Robinson Helicopter Production Certificate is signed; Long Beach controllers provide service at Long Beach Grand Prix; J. Lynn Helms is confirmed as FAA Administrator and Michael Fenello is picked as Deputy; and the Western Region demonstrates teamwork for the arrival of the first Space Shuttle.

- May - New King Air F90 aircraft is delivered to the region; and the Flight Standards Aircraft Evaluation group becomes the first contingency of the newly-formed Northwest Lead Region staff.

- June - Western Region National Black Coalition of Federal Aviation Employees hold annual Spring

conference in Los Angeles; and former Regional Director John D. Mattson retires from Federal service.

- July - Direct Access Radar Channel (DARC) becomes operational in all 20 mainland en route centers; and Van Nuys Tower is selected as Air Traffic Facility of the Year - (VFR) category.

- Aug. - Acting Regional Director H. C. "Mac" McClure commends all personnel who supported the U.S. Government and performed their duties in an outstanding manner during the PATCO strike; and Western Region Engineering issues a production certificate for Derringer Aircraft.

- Sept. - H. C. "Mac" McClure is appointed as Director of the Western Region; and the regional consolidation plan is revised, effective Oct. 1, transferring the Pacific Region to the Western Region and the Rocky Mountain Region to the Northwest Region.

- Oct. - FAA Administrator presents Facility of the Year Award to Van Nuys Tower; and PATCO is decertified by Federal Labor Relations Authority.

- Nov. - Regional Word Processing is decentralized; and Regional personnel are actively involved in rebuilding the Air Traffic System.

- Dec. - Linda Anderson, Administrative Clerk at Los Angeles TRACON, receives the Secretary's Award for Excellence; and the President, the Secretary and the FAA Administrator reaffirm that the fired controllers will not be returned to their jobs.

Cover photos:

Top left--Jim Corkill, General Maintenance Technician.

Top right--Jeanette Daviton, Air Traffic Teletype Operator.

Bottom left--Airport Surveillance Radar with Jim Freeman, Chief, Radar/Communications Unit, in foreground.

Bottom right--Reno FSS Team Supervisor Ralph Guerriero (seated) and FSS Specialist Jay Riseden, Jr., and Chief Fred Kelly (right).

1981 Air Traffic Facilities Of the Year

Regional winners of the Air Traffic Facility of the Year awards were:

A--Van Nuys Tower, who was also the national winner in the Visual Flight Rules (VFR) category.

B--Coast Terminal Radar Approach Control (TRACON).

C--Bakersfield Tower, regional winner in the Terminal Non-Radar Approach Control category.

D--Los Angeles Flight Service Station.

Top right: Ralph Beard, Team Supervisor at Torrance Tower, who was featured on Intercom's cover during Black History Week.

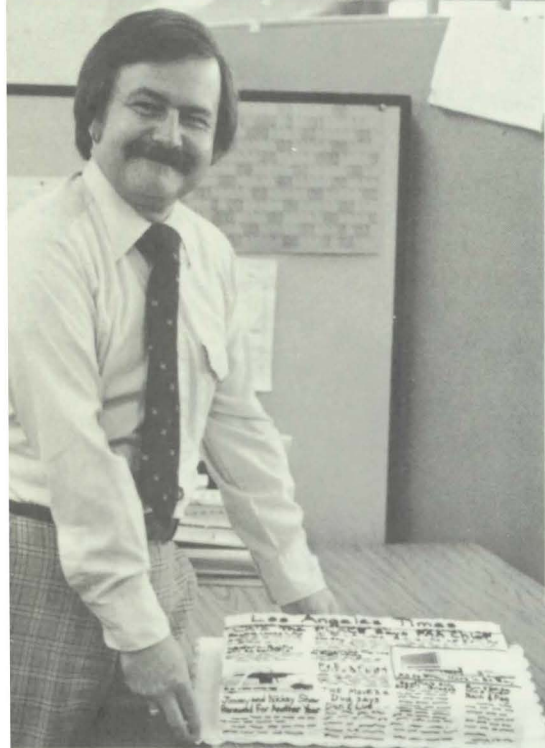


A B



C D





The Western-Pacific Region lost one Regional Director, John D. Mattson (top left), who retired after 35 years of Federal service, and gained our present Regional Director, H. C. "Mac" McClure (top right).

Middle left: One employee's wife was so delighted with the decision that the Regional headquarters remain in Los Angeles, she baked a cake!

Bottom: Many employees became eligible for retirement and kept the Personnel Management Division busy processing applications.



More 1981
In Review

More 1981
Highlights



A



C



B



D

Western Region candidates for the Outstanding Federal Handicapped Employee went to Jeanette Daviton (photo A), Air Traffic Teletype Operator at Oakland FSS, and to Terri Piccirillo (photo B), Clerk-Stenographer with the Airway Facilities Establishment Engineering Branch.

C--U.S. Congressman Carlos Moorhead of Burbank (left) presents a U.S. flag for the new Burbank TRACON to Dean Cooper, Chief.

D--Lyle Adams (left), an engineer in the Airway Facilities Division, receives a suggestion award in the amount of \$1856.00.

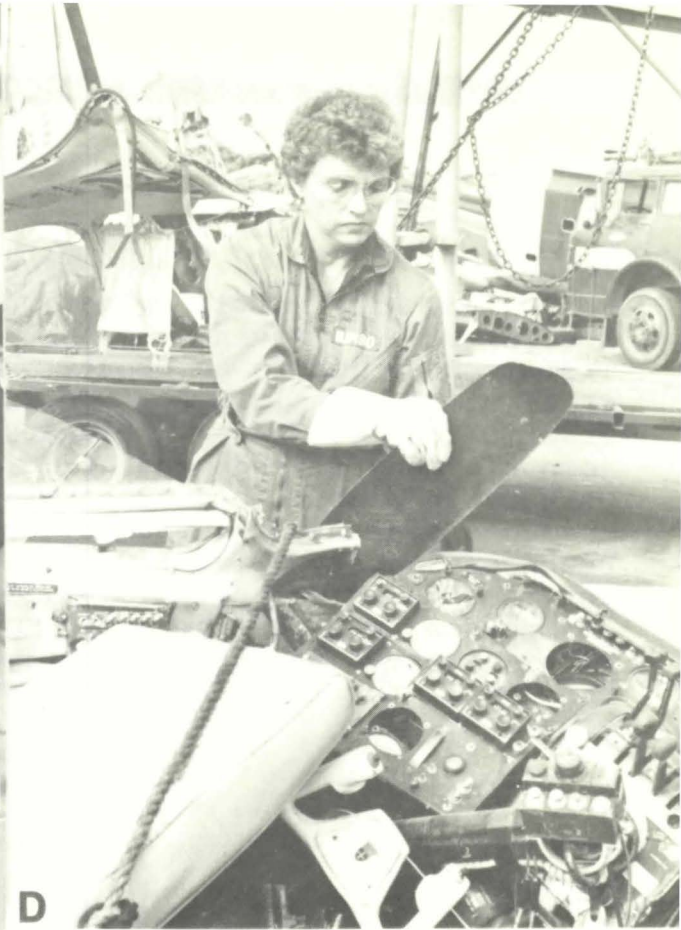


MORE 1981 IN REVIEW--

Top photo: Oakland Center Airway Facilities Sector received two Energy Saving Awards at ceremonies held at the San Francisco Department of Energy Office.

Bottom left: Regional carpooling was adopted by many as an energy-savings measure and Intercom featured one of the oldest car pools in the region.

Bottom right: International visitors flocked to the region last year and were hosted by many facility personnel. In this photo, Elaine Carter and Airway Facilities personnel greet two visitors from France.



MORE 1981 IN REVIEW

A--F. J. "Jake" Karnowski (left), Chief, Engineering and Manufacturing Branch, congratulates the president of Wing Aircraft Co., on the issuance of the Production Certificate for the Derringer Aircraft. B--Reno General Aviation District Office personnel getting ready to certify an airline for air taxi commuter service.

C--Dick Devereaux (second from left), Chief, Flight Standards Division, was on hand as San Jose General Aviation District Office personnel presented Air Trails, Inc., with its Commuter Certificate.

D--Sarah Rambo, Operations Inspector at the Riverside General Aviation District Office, was featured both in Intercom and FAA World as one of the women accident investigators arriving at an accident scene in San Bernardino mountains.

ALOHA

To

BOB SMITH

Bob Smith, Air Traffic Operations Specialist, is leaving the Air Traffic Division to be Deputy Chief of the Honolulu Air Route Traffic Control Center. Please join his many friends and co-workers in wishing him Aloha at Lococo's Restaurant in Manhattan Beach on January 22, 11:30 a.m., for their Classic Buffet. \$8.25 per person includes the gift. Please contact Eileen Colligan, ext. 6401, for information or reservations.

PATCO

HEALTH

PLAN

The Office of Personnel Management has informed us that Prudential Insurance Company will not underwrite the PATCO Health Plan for 1982. Employees covered by the PATCO Plan will receive coverage for health claims until such time as they select a new health plan and its coverage becomes effective. As a result of Prudential's decision, the OPM is conducting a limited special enrollment period so that PATCO enrollees can select another health plan. The special enrollment period is from Jan. 4 through Jan. 22, 1982. In order to retain health insurance coverage, PATCO Plan enrollees must submit a registration form, SF-2809, to AWP-14E no later than Jan. 22, 1982. On this form, the number of the event which permits a change is number 10 (Part D, Section 2) and the date is 12-31-81 (Part D, Section 3). Any questions concerning this special enrollment period should be directed to Frank Cleary, AWP-14F, 536-6868.

AUSTERE FAA BUDGET

SIGNED BY PRESIDENT

The fiscal year 1982 FAA budget, reflecting the Federal Government's austerity mood, has been signed by the President. In all, FAA will be given budget authority totaling \$2.9 billion, which is a decrease of \$386 million below FY 1981. The operations appropriations, which pays salaries and other operating expenses, was cut to \$2.1 billion. This reflects a decrease of \$245 million below the FY 1981 level. If these figures are allowed to stand and there is no supplementary relief, some reduction in force and furloughing of non-operational personnel probably may be necessary. The Facilities and Equipment amount of \$260.8 million will permit the continuance of the program to increase the capacity, safety and efficiency of the nation's airway system. Funds for Research, Engineering and Development were cut to \$55.8, which will have an impact on the development of the air traffic control and navigation systems. Under the Grants-in-Aid for Airports, \$450 million in contract authority was appropriated. Another \$30 million was voted for the operation and maintenance of Washington National and Dulles International Airports but funds for construction at the airports were cut to \$26.7 million. However, there is money to build the link between the Dulles Access Highway and I-66.

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.

W-2 FORMS

ARRIVE

EARLY

FAAers will be able to file their income tax forms early this year thanks to the efficiency of the agency's new computerized Uniform Payroll System. In fact, many FAA employees received their W-2 earnings statement between Christmas and New Year's, as much as a month earlier than previous years. The Uniform Payroll System was devised by FAA and is now being used virtually throughout the Department of Transportation. It uses the IBM 370/155 at the Aeronautical Center in Oklahoma City to produce a pay tape every pay period for FAA/DOT employees. This tape then is flown to Kansas City where pay checks are produced and mailed by the Department of Treasury. The W-2 forms, however, were produced and mailed from the Aeronautical Center.

PAY CAP OFF JAN. 1

The lifting of the "cap" on Federal salaries became effective Jan. 1, 1982, instead of at the end of the first pay period in 1982 as reported in a recent Intercom. The maximum payable rate for GS employees is now pegged at \$57,500. For SES employees under the Executive Schedule, the maximum is \$58,500.

TELEPHONE CHANGES FOR RIVERSIDE AF SECTOR

The Riverside Airway Facilities Sector office will soon be undergoing some changes in its telephone service. Effective Jan. 11, new Sector Office phone numbers will be: Commercial - 351-6709, 351-6710, 351-6711 (RAL AFS), plus 351-6712 and 351-6713 (RAL Logistics); FTS - 796-6709, 796-6710, 796-6711 (RAL AFS), plus 796-6712 and 796-6713 (RAL Logistics). The Area Code (714) remains the same.

OAKLAND CENTER AFS

REGIONAL SECTOR OF FY-1980

The Oakland Air Route Traffic Control Center Airway Facilities Sector was recently selected as the Western Region's FY-80 Sector of the Year for an ARTCC Sector. Donald Tom, Acting Assistant Airway Facilities Division Chief, presented a plaque to Byron Mabee, Sector Manager, and a Letter of Appreciation to all Sector employees from the Airway Facilities Division Chief. Congratulations to all Sector employees, whose efforts made this award possible.



Byron Mabee (left) receives award plaque from Donald Tom.

THE NEWS IN BRIEF

Effective with the pay period ending Oct. 3, 1981, Federal income tax withholding rates decreased five percent as a result of the Economic Recovery Tax Act of 1981. These rates will continue through June 30, 1982. At that time, the withholding rates will decrease an additional 10 percent. ● The first Boeing 757 is scheduled to be rolled out Jan. 13 at the company's Seattle plant. The standard-body, short-to-medium-range jet will seat about 178 passengers in a six-abreast configuration. The rigorous certification schedule for the twin-engine jet is expected to be completed by late fall and the first two production models are scheduled for delivery to Eastern Airlines in December 1982. So far,

the company has received firm orders for 136 of the new aircraft and has options for an additional 61. ● Pilots checking out in multi-engine planes should be required to demonstrate their ability to fly on instruments if their instrument rating was acquired in a single-engine plane, the National Transportation Safety Board told the agency recently. The Board made its recommendation in reporting on the in-flight breakup and fatal crash of a small, twin-engine aircraft near Madisonville, Tex., last July 2. The reason for the pilot's presumed loss of control could not be determined, but the Board found that the pilot lacked experience in flying multi-engine planes on instruments.

EVACUATION REGULATIONS CHANGED

To reduce the number of injuries suffered in aircraft evacuation tests, the agency has changed its regulations to limit the number of such tests required of individual airlines. The change means that each airline no longer will have to demonstrate that each of the different aircraft it flies can be cleared of passengers in 90 seconds. Effective Jan. 18, 1982, the 90-second demonstration requirement can be satisfied by the manufacturer or any airline flying the particular type of aircraft. Other airlines will be required only to show that its flight attendants can open half of the aircraft's exits --both floor level and over the wing--and deploy half of its evacuation slides within 15 seconds. This is expected to result in a greater level of safety, since it puts the emphasis on the training and performance of the flight attendants rather than on the response time of passengers.

TECH CENTER PAPER PRESENTED TO NATO

A paper written by employees at the Tech Center has been accepted for presentation during a North Atlantic Treaty Organization (NATO) lecture series in Norway, the United Kingdom and Washington, D.C. The paper, entitled, "Full-Scale Tests on Aircraft Cabin Interior Materials," was co-authored by Constantine P. Sarkos, Richard G. Hill and Wayne D. Howell. All are supervisory aerospace engineers in the Fire Safety Branch of the Aircraft Safety Development Division. It will be presented to NATO's Advisory Group for Aeronautical Research and Development (AGARD) Lecture Series Propulsion and Energetics Panel No. 123 on Aircraft Fire Safety During 1982. The paper describes the use of the Center's wide body C-133 aircraft as a test bed to study post-crash cabin fires.