



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

Western-Pacific Intercom



Flight Standards
Chiefs Meet
In Los Angeles



Cover Story

The Flight Standards Division recently held a District Office Chiefs' Conference in Los Angeles. Theme of the conference was "Resource Utilization and Productivity through Increased Communications." The program was presented by Bob Norris, President of Human Systems, Inc. District Office Chiefs attending the three-day conference were: Will Bedgar, Acting Chief, Van Nuys GADO; Walt Ernst, Incoming Chief, Van Nuys GADO; Chuck Panos, San Jose GADO; John Hull, San Diego GADO; Bob Phelps, Fresno GADO; Bill Withycombe, Santa Monica GADO; Ralph White, Acting Chief, Riverside GADO; Eldon Gubler, Phoenix GADO; Edge Ritter, Reno GADO; Bill Reynolds, Sacramento GADO; Al Anthony, Outgoing Chief, LAX ACDO; Gene Dunham, Acting Chief, LAX ACDO; Art Pearsall, San Diego ACDO; Wayne Bair, San Francisco ACDO; Charlie Zenith, Phoenix ACDO; Hoy Washburn, Oakland GSDO; Walt Daigle, Long Beach FSDO; Homer Wormdahl, Las Vegas FSDO; Don Best, Guam IFO; and J. O. Larson, Honolulu FSDO. The Chiefs were very enthused with the results of the program and many commented that they had gained very useful tools for greatly improving communications with employees, top management and the general public. Dick Devereaux, Chief, Flight Standards Division, was very pleased with the response from the Flight Standards Chiefs. "This type of program was excellent," commented Devereaux. "We feel it will have far reaching implications in enhancing Flight Standards management in all facets of our operation." The Flight Standards Division hopes to expand such programs in the future.



Above photos:

Top: Ralph White, Acting Chief, Riverside GADO.

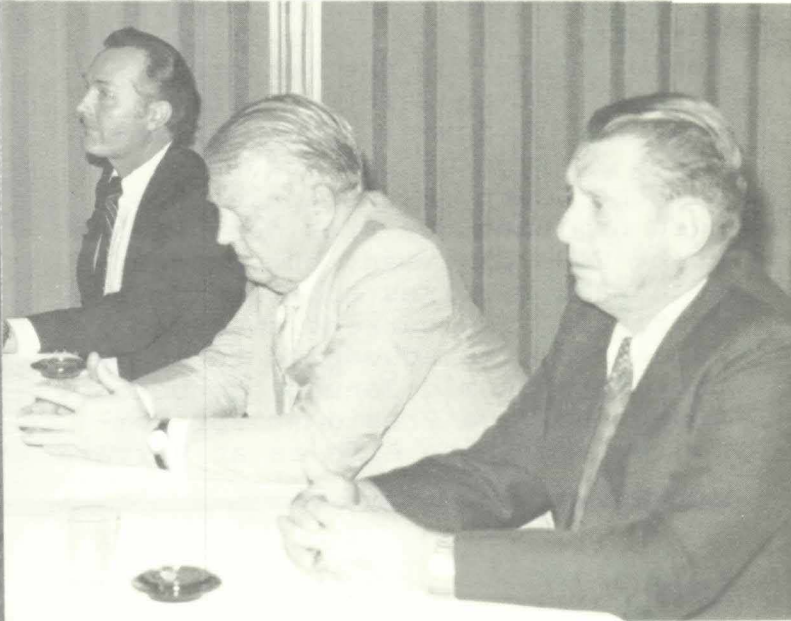
Bottom: From left--Hoy Washburn, Oakland FSDO; Chuck Panos, San Jose GADO; and Clyde DeHart, Assistant Chief, Flight Standards Division.

Cover photos:

Top left: Bob Norris, Program Moderator, illustrates his points. Top right: From left--Walt Daigle, Long Beach FSDO Chief; Bill Withycomb, Santa Monica GADO Chief; Ralph White, Acting Chief, Riverside GADO; and Al Adams, Flight Standards Division Situation Monitor.

Bottom left: Nina Nance, Chief of Administration, Flight Standards Division; Edge Ritter, Reno GADO Chief; and Bob Phelps, Fresno GADO Chief. Photos by Barbara Abels.

Flight
Standards
Chiefs
Meet



A--Regional Director H. C. "Mac" McClure starts the three-day conference with a brief talk and a question and answer session.
 B--From left--Eldon Gubler, Phoenix GADO Chief, and Bill Reynolds, Sacramento GADO Chief.
 C--Bob Norris, President, Human Systems, Inc.; J. O. Larson, Honolulu FSDO Chief; and Don Best, Chief, Guam IFO.
 D--From left--Charlie Zenith, Phoenix ACDO Chief; Homer Wormdahl, Las Vegas FSDO Chief; and Al Anthony, Chief, LAX ACDO (since transferred to the Aeronautical Center at Oklahoma City).
 Photos by Barbara Abels.

THE NEWS IN BRIEF

All those dire media predictions about massive air traffic tie-ups and delays over the Christmas holidays never materialized. Good weather over most of the country gets part of the credit, but even more important were the refinements the agency made earlier in the month to its Interim Operations Plan and its General Aviation Reservation Program. On Dec. 23, there were 409 delays over 30 minutes, slightly under the daily average for December of 417. There were 92 on the 24th, only two on the 25th, 152 on the 26th and 513 on the 27th. ● James E. Burnett, Jr., was sworn in as the newest member of the National Transportation Safety Board on Dec. 28. A former Special Associate Justice of the Arkansas Supreme Court, Burnett also has been nominated by President Reagan to be NTSB Chairman, but that appointment requires separate Senate approval. The current chairman, James King, is scheduled to leave the Board in mid-January to become Associate Vice President for Community and State Affairs at Harvard

University. ● DOT/FAA joggers might be interested to know what happened to former Transportation Secretary Neil Goldschmidt after he left office. According to U.S. News & World Report, he's vice president for international marketing at Nike, Inc., which makes all those running shoes and other paraphernalia for the huff-and-puff set. Goldschmidt was mayor of Portland, Ore., before succeeding Brock Adams as Transportation Secretary in 1979. Brock Adams? Well, he's now the senior partner in the Washington office of a Seattle law firm. ● The agency has dropped its proposal to establish noise regulations for helicopters after determining that the need for such a regulation had not been clearly established. The 1979 proposal would have applied to rotorcraft certification in normal, transport and restricted categories. The original comment period closed in November 1979, but final action on the rule was deferred several times in response to industry requests.

LONG-RANGE RADAR PROGRAM MOVES AHEAD

The program to replace long-range radars with solid-state equipment took two additional steps forward recently when air route surveillance radars (ARSR-3s) were commissioned at Mt. Laguna, Calif., and Fort Lonesome, Fla. These were the 18th and 19th field units to be commissioned of a 23-system buy from Westinghouse Corp. of Baltimore, Md. Two more systems are expected to be commissioned this year--one in Hawaii and the other in The Plains, Va. In addition, FAA is using an ARSR-3 for training at the FAA Academy.

BENEFITS COSTS RISE

The cost of most Federal employee health insurance plans increased Jan. 10. In addition, most plans have altered benefits. The Office of Personnel Management (OPM) will have more information available soon. However, OPM has not yet announced a schedule for an open season. Typical increases in four major plans are:

	<u>Pay Period</u>		<u>Dollar</u>	<u>Percent</u>
	<u>1981</u>	<u>1982</u>	<u>Increase</u>	<u>Increase</u>
●Blue Cross/Blue Shield High Option Family Plan (Enrollment Code 102)	\$30.52	\$41.77	\$11.25	37%
●Aetna High Option Family Plan (Code 202)	15.11	15.66	.55	4%
●Alliance Health Benefits Family Plan (Code 462)	22.67	36.20	13.53	59%
●Government Employees Hospital Association (GEHA) Family Plan (Code 312)	10.47	13.00	2.53	24%

SAFETY RECORD CONTINUES THROUGH REBUILDING YEAR

1981 was another record safety year for U.S. airlines despite all the dire predictions made on the subject following the controllers' strike last August. In fact, the nation's airlines now have gone two full calendar years without losing a passenger jet in an accident for the first time in history, and it's been 26 months since the last fatal crash of a jet. During the 26-month period, there have been two fatal crashes involving smaller airlines operating commuter-type aircraft. Seven persons were killed when a small, twin-engine propeller-driven plane crashed on Jan. 20, 1981, and 13 died in the June 12, 1980, crash of a small twin turbo-prop. In addition, four people were killed during the

26-month period in freak accidents. Two mechanics were killed "in the line of duty," a passenger died after falling from a boarding ramp, and a flight attendant was crushed by a good service lift that rose unexpectedly. Other aviation categories also showed improvements in 1981, except for commuter airlines. The commuters had nine fatal accidents with 27 fatalities last year, compared with six fatal accidents and 23 fatalities in 1980. On the other hand, the air taxi record of 28 fatal accidents and 78 fatalities in 1981 was considerably better than the 1980 totals of 35 fatal accidents and 98 fatalities. General aviation had 674 fatal accidents with 1,251 fatalities, compared with 644 fatal accidents and 1,284 fatalities in 1980.

FAA/PATCO GRIEVANCE DECIDED BY ARBITRATOR

The last pre-strike arbitration case processed under the now defunct PATCO agreement has been decided in the agency's favor. The arbitrator rules that a controller at the Memphis ARTCC was properly removed from his job after he intentionally entered false information into the air traffic control computer that indicated two airline aircraft were headed for a midair collision. In upholding the agency's decision to fire the controller, the arbitrator noted the special duty owed to the public by air traffic controllers. "No one should play with a loaded gun and the error is compounded when a policeman is guilty of this mistake," he said. "In the same sense a controller is charged with safety of the public and management could have properly judged that this voluntary action of the grievant in a real sense attacked the integrity of the air control system."

FATTER PAYCHECKS COMING

Most FAAers who benefited from the January 1 lifting of the pay cap will see the first results in the paychecks that arrive Feb. 2, or thereabouts. Those checks will reflect the higher rate for all of the Jan. 10-23 pay period. In addition, the Office of Accounting expects the Feb. 2 pay to include retroactive the difference between the old and new rates for the first nine days of January. However, because of the volume of manual calculations involved, the retroactive pay could slip to the Feb. 16 check in some cases. Now there is one exception to all of this: Controllers and other shift workers who receive premium pay may see bigger numbers in their Jan. 19 check because the Uniform Payroll System computer in Oklahoma City is being programmed to reflect the increase in the bi-weekly salary limitation brought about by the lifting of the pay cap.

FUEL GONE, CEILING ZERO

The Reading, Pa., tower had heard distress calls before, but this one had a special urgency. It was from an air taxi with two crewmembers and four passengers on board. The fuel gauges were down to "empty" and the ceiling was zero when the pilot declared an emergency and requested a radar surveillance approach. Although there is no such published approach at Reading's Spaatz Field, supervisory controller John J. Cianci devised one on the spur of the moment. He worked out rate of descent figures and flashed the word to the anxious pilot. Then, intently following the plane on radar, he vectored the twin-engine aircraft to the runway threshold and a safe landing. Earlier that hectic evening, the airport's Instrument Landing System (ILS) had failed and the last-minute surveillance approach was the only alternative. During the month of November, 106 flight assists were reported. Flight service stations were responsible for 61 of these assists, while terminal facilities accounted for 35 and centers handled 10. There were 244 persons on board the aircraft involved.

EMPLOYMENT BRANCH IMPROVES COMMUNICATIONS

In the interest of efficiency, Air Traffic Control Specialist applicants should be given only the ATCS recruitment section telephone number and routing symbol: 213/536-6296 for AWP-14C. To facilitate mail handling in the branch, we request that all correspondence carry the name and letter routing symbol designation of the individual for whom it is intended. This will expedite sorting and routing, and correspondence will be delivered more rapidly to the addressee.

EDWARD ERICKSON RETIREMENT

Ed Erickson, Chief of the Paso Robles Flight Service Station, is retiring on Jan. 22 after nearly 29 years of government service. A retirement dinner in Ed's honor has been set for Jan. 22, 7:30 p.m., at the Annie Oakley's Dinner House (Black Oak Inn). Dinners (your choice) selected from menu. R.S.V.P. to George Olsen or Art Moses, 805/238-2448. Come one, come all -- let's give Ed a grand send-off to his new home in Malad City, Idaho.

RETIREE DEATHS

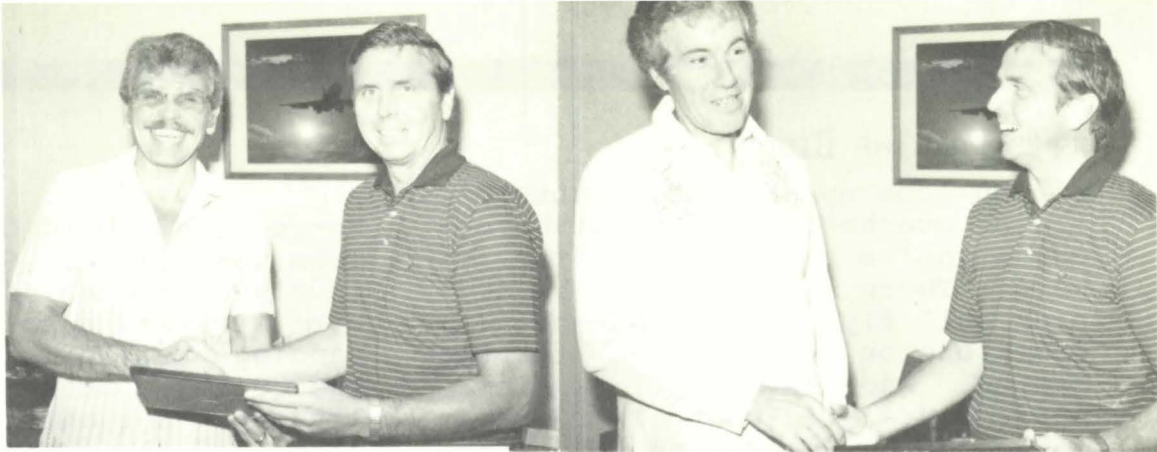
The many friends of FAA Retiree Bob Siders will be saddened to learn that Bob passed away on Dec. 20 due to a heart attack. Bob retired in May 1980 from his position as Team Supervisor at Livermore Tower. Our sincere condolences go out to his wife, Mary, son David and daughter Sandy. Condolences may be sent to: Route 3, Box 84, Mammoth Spring, Arkansas 72554.

● Rudolph F. Vondrak, retired Air Traffic Control Specialist, passed away on Dec. 9. Rud was a controller at Davis-Monthan RAPCON for 15 years before retiring in Oct. of 1979. Our sincere condolences to Rud's family.

● Ed Canning passed away in December in North Bend, Oregon. Ed retired from the Airway Facilities Division several years ago. Our sincere condolences to Ed's wife and daughter.

● Theodore G. Culver, retired Air Traffic Control Specialist, passed away on Dec. 9. Ted retired with 35 years of service and was Chief at El Toro Marine Flight Center and March Air Force Base before his retirement. Our sincere condolences to Ted's family.

SPECIAL
ACHIEVEMENT
AWARDS



Ray Zazzetti, Honolulu Tower Chief, and Ken Foreman, Air Traffic Control Procedures Specialist, Air Traffic Division in Honolulu, were recently presented Special Achievement Awards by Jerry Luce, Acting Air Traffic Division Chief, Pacific-Asia Region. Ray Zazzetti (top right) and Ken Foreman (top left) were praised for extraordinary effort in keeping the ATC system operating without mandatory flight restrictions.

Bottom right: Jerry Luce (right) receives a Special Achievement Award from Bob Ziegler, Director, Pacific-Asia Region, for his effort during the strike.



AWARDS

Quality Within-Grade Increase Awards:

Clyde DeHart, Assistant Chief, Flight Standards Division.

Special Achievement Awards:

Glenn S. Imamura, Air Traffic Control Specialist, Honolulu FSS.

Letters of Appreciation:

Clarence Bonin, Al Rachman, Masashi Miyaoaka and Carlo Middleton, Long Beach AFS, from Acting AWE-450, for on-the-job training on the ASR-8.

Career Service Emblems:

15 years:

George Young, Long Beach Airway Facilities Sector.

John Miller, Long Beach Airway Facilities Sector.

Promotions:

Long Beach AFS employees: Jack Humphery to GS-856-9; Mary Titherington to GS-856-7; and Curtis Jacobsen to GS-856-12.

MYRA PARKER RETIRES

Myra Parker, Supervisory Aviation Safety Assistant at the Sacramento General Aviation District Office, has retired from the FAA after over 30 years of government service.

Myra's smiling face, good disposition and expertise will be greatly missed at GADO-12.



IT'S FOR THE BIRDS

If you look up and see a pink gull flying overhead, it may not be because you've been partying too hard. There may, in fact, be a pink gull flying overhead--or a green one or a purple one, for that matter. And they're all participating in a bird-control program conducted by the FAA and the Fish and Wildlife Service. Birds are a big problem for aircraft, especially during takeoff and landing, and the two agencies are cooperating in efforts to reduce that hazard. Each year, there are some 1,400 collisions between birds and planes, causing an estimated \$20 million in damages and often the loss of human lives. In September, for instance, a bird(s) caused the fatal crash of a T-38 in Cleveland and the commander of the U.S. Air

Force Thunderbird Demonstration Team was killed. Since gulls are involved in over 40 percent of all bird strikes, a special bird-banding program is scheduled during the coming winter months for JFK Airport. Not only will the gulls be banded, they will be dyed weird colors as well, to help the FAA/F&WLS research team track the gulls and find out more about their feeding and roosting habits as they relate to aircraft traffic patterns and airport operations. Other program efforts include research to control cattle egrets on Hawaiian airports and finding methods to reduce the number of earthworms that surface during wet weather around airports thereby attracting birds to runway areas.

CROSS-COUNTRY REQUIREMENTS

MORE FLEXIBLE

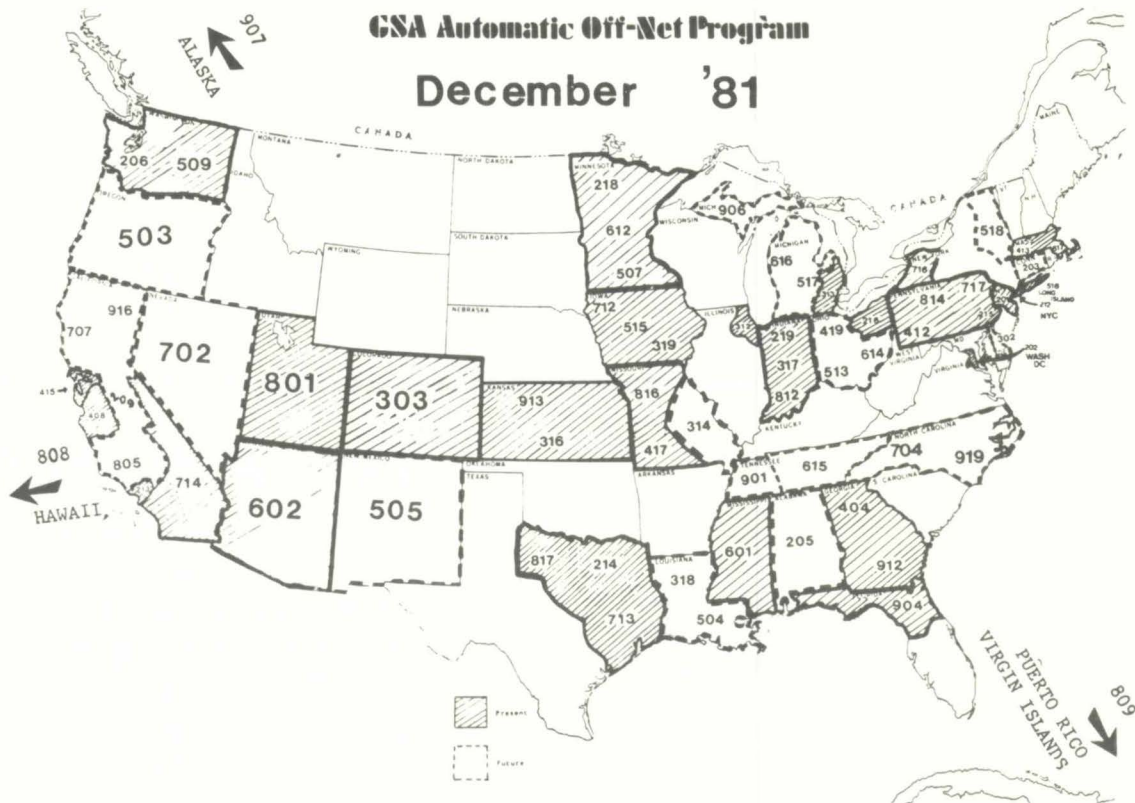
FAA has issued a proposed rule that would give pilot schools and flight instructors greater flexibility in determining where to send students on solo cross-country flights required for private and commercial pilot certificates. Currently, the private student is required to fly a 300-nautical mile (nm) cross-country with at least three landings and leg lengths of at least 100 nm. The proposal would drop the requirement for 100-mile-leg lengths but would require one of the three landings be made at least 100 miles from the original departure point. A similar change would be made for commercial pilot applicants who now must fly a 600-nm cross-country with 200-nm leg lengths between landings. The proposal says one of the three landings must be at least 250 miles from the original point of departure.

KUDOS FOR AVIATION MEDICAL DIVISION PERSONNEL

All employees of the Western Region's Medical Division received a letter of congratulations from Dr. Sexton announcing the Division as "Numero Uno" in physical exams performed during the last quarter. The letter stated, in part, "We did 18,711 exams with the least amount of errors. Our error rate was 18 percent. Our nearest competitor was the New England Region who performed 5,414 exams with an error rate of 19 percent." Congratulations also to the newlyweds: Bernice McGrath, FAA nurse at the LAX Medical Office, and Floyd Lorentz, who tied the knot on Nov. 22. Best wishes to Mr. and Mrs. Lorentz for a happy life together.

THE AUTOMATIC OFF-NET PROGRAM MARCHES ON

As of now you can reach 46 commercial area codes directly from your FTS telephone and by the end of March that number will rise to 57. The map shown below gives you the updated list for your reference. Although the price has gone up from 91 cents to \$1.18 per call (approximately 25 cents per minute), the FTS is still the best bargain around. So, please use it and stay off that toll line! Note: For the Regional Office and LAX Hangar Complex only--please note that area codes 714 and 805 in Southern California are included, which eliminates the requirement to dial commercially if the cost is 50 cents or less.



You May Dial

DIRECT TO:		AND IN THE FUTURE:		DIRECT TO:		AND IN THE FUTURE:	
STATE	AREA CODE	AREA CODE	MONTH/YEAR	STATE	AREA CODE	AREA CODE	MONTH/YEAR
AK	907			MI	313	517, 616, 906	AUG 1982
AL		205	AUG 1982	MN	218, 612, 507		
AZ	602			MS	601		
CA	213, 408, 415, 714	805	JAN 25 1982	MO	417, 816	314	JUN 1982
		209, 707, 916	FEB 8 1982	NV		702	JUN 1983
CO	303			NJ	201		
CT		203	NOV 1982	NM		505	FEB 1 1982
DC	202			NY	212, 516, 716	518	MAR 29 1982
DE		302	APR 1982	NC		704, 919	MAR 1 1982
FL	904			OH	216	419, 513, 614	MAY 1982
GA	404, 912			OR		503	FEB 22 1982
HI	808 (Oahu Only)			PA	215, 412, 814, 717		
IL	312			TN		615, 901	MAR 29 1982
IN	219, 317, 812			TX	713, 214, 817		
IA	319, 515, 712			UT	801		
KS	316, 913			WA	206, 509		
LA		318, 504	AUG 1982	PR*	809		
MA	413, 617			VI**	809		

PR* PUERTO RICO
 VI** VIRGIN ISLANDS

HEALTH INSURANCE -

LEAVE WITHOUT PAY COVERAGE

The Office of Personnel Management has issued a new regulation which requires federal employees to pay for health benefits in order to continue coverage while in non-pay status beginning Jan. 10, 1982. Under the former regulation, neither employees nor agencies paid for health benefits coverage for up to 12 months of continuous approved non-pay status. The new provision requires seasonal, on-call, work-study program employees, and other employees who are regularly placed in non-pay status as a condition of employment, to pay both the employee and agency contributions to cover the cost of their Federal health insurance of continuous non-pay status if they wish to retain coverage. All other employees will not be re-

quired to pay for continued coverage during a period of non-pay status of 30 days or less, but will be required to pay the employee share after the period of non-pay status exceeds 30 days. The free coverage continues through the end of the pay period which includes the 30th day of leave without pay. These employees who were on LWOP before Jan. 1, 1982, will not have a new 30 day "free" coverage if they continue in non-pay status after Jan. 1, 1982. If their current period of non-pay status exceeds 30 days as of Jan. 10, 1982, they must begin paying the employee share of the contributions as of Jan. 10, in order to retain health benefits coverage. Procedures are being developed by which affected LWOP employees can make payment direct to Payroll.

FLIGHT SERVICE

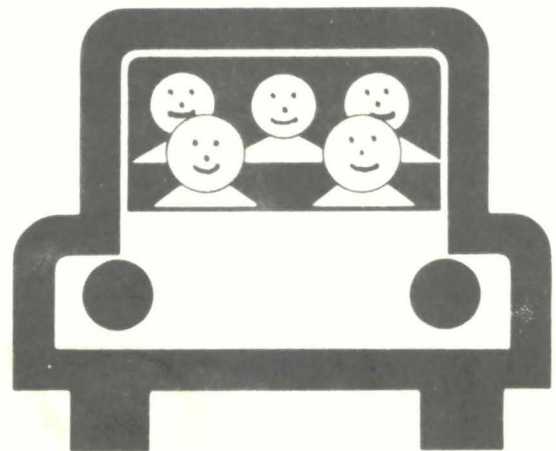
STATION LOCATIONS

PICKED

Terre Haute, Ind., and Green Bay, Wis., are the first two locations to be selected competitively as sites for automated flight service stations under the agency's FSS Modernization Program. Construction of facilities at these locations is expected to get underway this spring. In all, 61 automated FSSs are planned under this program. Two of them, Cleveland and Denver, will remain at current locations. The other 59 are to be provided by local communities and subsequently leased to FAA. The agency plan calls for communities to compete against each other to secure the location of the stations. Eventually, the existing 317 flight service stations will be consolidated into the 61 facilities. These will initially be staffed by approximately 50 employees each, but this number will gradually be increased to about 80.

Try a carpool

Hundreds and thousands of your neighbors go to work the same way you do and come back the same way every night —ALONE, in their cars. If you get together, you can save money and gasoline.



“Let’s Pool Together”