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**Federal Aviation
Administration**

Western Intercom



Takeoff and Landing Seminars

COVER STORY...

An intensive four-month aviation safety program was initiated throughout the Western Region in 1981 to help general aviation pilots improve their takeoff and landing techniques.

The Takeoff and Landing Seminars were designed to improve the awareness of airmen in the techniques of takeoffs and landings, aircraft performance, weight and balance and the effects of density altitude, airport conditions and pilot technique on the expected takeoff and landing results. The seminars consisted of two phases: ground training, which included four 50-minute periods, and a voluntary flight participation type demonstration.

Best flight demonstrations were acknowledged by an FAA Certificate of Award, presented by the Accident Prevention Specialist within each District. Each General Aviation/Flight Standards District Office was asked to conduct at least one such seminar during this period. R. J. Jones, Accident Prevention Specialist at Oakland FSDO, undoubtedly broke the record by conducting 10 seminars in an effort to reach all major locations in the Oakland district. Jones said the turnout was outstanding. "In July we conducted four seminars in Hayward, Concord, Stockton and Livermore, and talked to over 1100 people. In August, seminars were conducted in Crescent City, Eureka, Ft. Bragg, Ukiah, Santa Rosa and Marin County, reaching another 1100 people." Hoy Washburn, Chief, Oakland FSDO, issued 27 Certificates of Recognition to those who gave their outstanding support and participation in this program.

Paul Stebelton, Accident Prevention Specialist at Long Beach FSDO, held a takeoff and landing seminar at Los Alamitos in which 850 attended.

Bill Matson, Accident Prevention Specialist at San Diego GADO, conducted four two-day seminars with nearly 500 attending. All total, 44 such seminars were conducted by Flight Standards personnel throughout the region, and FAA received many "thank you" letters from pilots who felt it was a needed and worthwhile program.

Dick Devereaux, Chief, Flight Standards Division, said that the public response to the takeoff and landing seminars indicates that they were an overwhelming success. "Many pilots stated that as a result of attending the seminars they had improved their overall understanding of the operation of their personal aircraft and considered the information learned as a valuable tool in their inventory of aircraft operational techniques." Mr. Devereaux believes that the success of this program can be attributed to the highly professional conduct of the accident prevention specialists and operations inspectors within the district offices and the assistance from the various industry groups. Cover photo: Pilots conducting flight demonstrations for Oakland FSDO personnel. Cover photo by R. J. Jones.

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TAKEOFF
AND
LANDING
SEMINARS



D



E



F



A



B

C

Oakland Flight Standards District Office personnel were especially active in conducting the 1981 Takeoff and Landing Seminars:

A--R. J. Jones (right), Accident Prevention Specialist, presents award to pilot John Lazzlo, winner of best flight demonstration, soft field takeoff, at Hayward, Calif.

B--Al Hodges, Principal Avionics Inspector, speaks to pilot seminar at Stockton, Calif.

C--R. J. Jones (right) presents award to pilot Frank Johnson, winner of best flight demonstration, accuracy landing, at Stockton, Calif.

D--R. J. Jones (right) presents award to pilot Tom Holmes, winner of best flight demonstration, spot landing, at Santa Rosa, Calif.

E--Don Ogden, Principal Airworthiness Inspector, speaks to pilots at Hayward.

F--Del Ott, Principal Airworthiness Inspector, speaks to pilots at Concord.



BACK PAY IN PROCESS

Retroactive overtime payments for some 3,000 electronics maintenance technicians are in the works, but it's going to be some time before any cash is distributed. Claims submitted by GS-12 EMTs to the General Accounting Office (GAO) after the Fair Labor Standards Act status of these technicians was changed from exempt to non-exempt in August 1980 have now been passed on to the agency. According to FAA's Office of Accounting, claims will be completed as expeditiously as possible, and ET may get back pay up to six years from the date GAO received their claims. Generally, they will be processed in the order they were received by GAO. However, because of the number of claims and the complexity of the calculations this will be a time-consuming process. Also, claims must be sent to individual regions for review and verification before they are passed on to the appropriate pay office for final processing.

BLOOD...

IF IT'S NOT THERE

WHEN YOU NEED IT,

CHANCES ARE

YOU'LL NEVER NEED IT AGAIN

Tuesday, February 2

A Red Cross Bloodmobile Team will be at the Regional Office, Third Floor, Room 3E26, from 10:15 a.m. to 3 p.m.

Won't you fill out the card you'll receive from your Blood Donor Coordinator and help save a life?

Remember--

You'll feel great if you make a date to donate!

POV MILEAGE RATES DOWN

For the first time in years, the General Services Administration (GSA) has reduced the per-mile rate paid by the Government for privately owned vehicles being used on official business. The rate is now 20 cents a mile, down 2.5 cents from the 22.5 cents paid through most of 1981. This is only one of the recently announced changes in travel expense payments. Another is the number of "high rate geographic areas" (HRGAs). This has been greatly expanded, in fact almost doubled. Now some counties, as well as municipalities, are listed as high-rate areas. In a DOT change, the policy for employees who stay with friends or relatives while on official business trips has been altered. In these cases, the maximum entitlement will be 50 percent of the locality rate for meals and miscellaneous expenses.

IMPORTANT REMINDER--

ROUTING OF PAYROLL-RELATED DOCUMENTS OR CORRESPONDENCE

The Western Region payroll function has been transferred to Oklahoma City, and the office was officially closed on Dec. 31, 1981. All offices and employees are reminded to NOT send any payroll related documents or correspondence to AWP-24. This only delays ultimate receipt and processing in Oklahoma City, and the potential for lost or misrouted mail increases. ALL payroll-type documents must be mailed to:

FAA Aeronautical Center
Payroll Branch, AAC-24D
P.O. Box 26230
Oklahoma City, OK 73125

Telephone inquiries concerning payroll matters should be directed to AAC-24D on FTS: 749-2191 or 749-4784.

CAPSULE GLIMPSES...

MEET ART PEARSALL, SAN DIEGO ACDO

Arthur E. Pearsall has been the San Diego Air Carrier District Office Chief since December 1976. Art came to the Western Region from FAA Washington headquarters where he was the Chief of the Air Carrier Regulations Branch. Prior to that assignment he was Chief of the Flight Standards Program Coordination Branch. His other assignments included tours as an FAA Hangar Six pilot, Eastern Region Flight Standards District Office Operations Inspector, National Transportation Safety Board Accident Analyst and pilot, Civil Aeronautics Board Aircraft Accident Investigator/Analyst and various tours as a naval aviator and Aviation Safety Officer with the United States Navy. Art is a charter member of the International Society of Air Safety Investigators and the Quiet Birdmen.



NEW FEATURE IN INTERCOM

You will note in this issue of Intercom our new feature "Capsule Glimpses." This "getting to know you" column will be used to spotlight our fellow FAA employees, telling us what their job is and a little bit about their career, hobbies, personal interests, etc. If you would like to be featured in "Capsule Glimpses" please send to Intercom Editor, AWP-5, a black and white glossy photo of yourself (either portrait or at your job) and a short paragraph on yourself. Take a look at the article on Art Pearsall above. Art has included the necessary information and the article is just about the right length to go with the photo. If you have questions, or would like further information, please contact Barbara Abels at the Public Affairs Office, ext. 6431.

HOW TO GET AN ITEM IN INTERCOM

This is a reminder to all Staff Officers, Division Chiefs, Facility Chiefs and Office Managers--and especially to our newly-added Pacific Region people--that we look forward to receiving your items for inclusion in our weekly Intercom. Take a look at previous issues of the publication if you are in doubt about what type of information to send. We will accept your items any way it is convenient for you; i.e., speed memo, plain bond, routing slips, etc. Just be sure your office is identified and you spell out all acronyms. Photos submitted should be black and white glossy. Although 35mm are the best, sharp polaroids are acceptable. Color cannot be used. Submission deadlines are listed on page 2 of this issue.

THE NEWS

IN BRIEF

FAA controllers did an outstanding job moving holiday traffic, according to an Associated Press wire story that ran in newspapers around the country on Jan. 6. The story quoted a United Airlines spokesman, who was summing up the views of a half a dozen airlines, as saying: "Our people were very pleased with the way the air traffic system worked." And he and other airline officials noted that any problems that did occur were caused more by poor weather than restrictions on flight schedules. ● John C.

Richardson, a data systems officer at the ATC Systems Command Center Automation Facility in Jacksonville, is one of 38 people honored by Aviation Week magazine for his contributions in the aerospace field during 1981. Richardson was cited for his work in the development of the FAA's Interim Operations Plan, which kept air traffic moving at a high level of safety and efficiency after the August 3 controllers' walkout. The magazine said: "His work typified the perseverance of the controllers who chose to stick with their oaths as government employees to maintain a viable level of operations and to improve pilot-controller relations in the process when the Reagan Administration made its courageous decision to stand firm in the crisis."

● The latest Roper poll indicates that air travelers have adjusted very well to the post-strike air traffic control system. Overall, three out of four queried by the pollsters were not concerned about safety, four out of five were not bothered by delays and cancellations and six out of seven were not worried about getting flights to where he or she wanted to go. Among frequent flyers, the percentage of satisfied customers was even higher.

RETIREES' CORNER

Jess Eddy, retired San Diego GADO Chief, and his wife Sue traveled from their Fairhope, AL, home to Bakersfield, Calif. for the October wedding of their son, Howard to Katherine Fowler. They traveled to California by Amtrac, but flew home, deciding that flying is "really the only way to go!" The senior Eddys' trip included visits with family and friends in San Diego, Los Angeles and Phoenix. Good to hear from you, Jess. We all wish you continued happy days!

NTSB CITES PROBABLE CAUSE

"Failure of pilots of both aircraft to 'see and avoid' each other," was the probable cause of the Loveland, Colo., mid-air that killed 15 persons last April. The National Transportation Safety Board (NTSB) also found that a pilot's climbing into restricted airspace without an altitude-reporting transponder and FAA's condoning such unauthorized operations contributed to the tragedy. The accident involved an Air U.S. Handley Page HP-137 carrying 10 passengers and a crew of three and a Cessna TU-206 carrying parachute jumpers. Two of the Cessna's six occupants were killed by the collision, but four others, including the pilot, survived by parachuting to the ground. As a result of the investigation, NTSB has urged FAA to prohibit jump operations on or near Federal airways and to determine an acceptably safe distance from such airways at which jump operations can be conducted without conflict with other traffic. The Board also urged FAA to require that a parachute-jump aircraft identify itself to the "air traffic control facility having jurisdiction of the airspace in which the jump is to be initiated."

WESTERN-PACIFIC REGIONAL CONFIGURATION STATUS

Reconfiguration actions are proceeding on schedule. At this time, the Air Traffic, Management Systems less Automatic Data Processing (ADP), and Aviation Medical functions have been assumed by personnel in the Los Angeles headquarters. Current plans will see the assumption of Civil Aviation Security functions on Jan. 23 and Flight Standards functions on Feb. 7, 1982.

BON VOYAGE TO PHYLLIS KUNELLIS

Phyllis Kunellis of the Airway Facilities Program and Planning Branch, AWP-420, retired on Jan. 8 after nearly 26 years of government service. At a coffee klatch, hosted by the Branch, Acting Airway Facilities Division Chief, Bruce Walters, presented Phyllis with her retirement certificate. A gift from all of her co-workers was presented to Phyllis by Administrative Officer, Carol Polson. Our wishes to Phyllis for much enjoyment in her retirement. She'll be missed by all.

GOVERNMENT LIFE INSURANCE BENEFICIARY INFORMATION

If you have had a Designation of Beneficiary form on file for your \$10,000 Federal Employee Group Life Insurance (FEGLI) optional insurance policy which simply named someone to receive your "optional insurance" and you have since signed up for the Additional Optional Insurance (multiples of from one to five times pay) that person named on your blue designation form may be entitled to the Additional Optional Insurance as well! If this is not what you intended, you should submit a new designation form, SF-2823, immediately. If you need a copy of a new designation form, contact Frank Cleary, AWE-14F, ext. 6868. If you wish to review the form you have on file, contact AWE-14E, ext. 6314. Employees are reminded that they do not have to file a designation of beneficiary form if they are satisfied with the order of precedence outlined in the FEGLI law. In the absence of a designation of beneficiary, the following order of payment applies:

1. Widow or widower;
2. Children (including descendants of deceased children);
3. Parents;
4. Executor or administrator of the estate;
5. Next of kin.

SPECIAL ACHIEVEMENT AWARD FOR "SMOKEY" GLOWANIA

Edward "Smokey" Glowania (left), office services clerk, receives a Special Achievement Award from John Ing, Acting Logistics Division Chief in Honolulu. Smokey was cited for his outstanding support to the Air Traffic Division during the PATCO strike. In particular, Smokey was highly praised for his willingness to drive working controllers through the picket lines. Photo by Sol Espinda.



ORDER CANCELLED

Runway Use Program, Order 7110.81, is cancelled. New safety and operational criteria has been developed on this subject and is contained in Order 8400.9.

NEW TELEPHONE NUMBER FOR RIVERSIDE GADO

Effective January 11, 1982, the telephone number for Riverside General Aviation District Office will be: FTS 796-6701; Commercial 714/351-6701.

CIVILAIR NEWS

- Seafood Sale--By popular request another Seafood Sale has been arranged with the Shrimp Peddler. So mark your calendar and make room in your freezer. Lists of available seafoods will be distributed in the Regional headquarters building and available at the Civilair Desk. The sale will be held in the North Parking Lot on Wednesday and Thursday, Feb. 10 and 11, from 3 to 6 p.m. No order forms are necessary - just order at the truck. Pay by cash or personal check.
- Seafood Cookbooks are now available for sale at the Civilair Desk.
- Elections of Civilair officers and representatives and alternates are being held in February. If you are interested in serving this next term, please contact your Civilair Director.
- Sunday, Feb. 21, is the date for the Annual Variety Show for the Torrance Police Association. It is being held in Long Beach this year. Tickets are priced at \$12.50 per family and are available at the Civilair Desk.
- Business Cards--Effective Jan. 1982, the price for printing business cards will be: Without map - \$9.25; With map - \$13.25.

IMMUNIZATIONS

FOR TRAVEL IN THE PACIFIC-ASIA AREA

The risk of acquiring a disease remains quite small while visiting primarily the tourist areas. It is a general recommendation that standard immunizations should be current; i.e., tetanus, diphtheria, polio and typhoid, since these vaccines are good for 10 years. Cholera is recommended if traveling in the Phillipines and vaccination may be required in order not to be quarantined, if you have been in other areas. Cholera is good for six months. Malaria prophylaxis is important for travel in epidemic areas. The drug to be taken will depend upon the area to be travelled; basically, chloroquine phosphate once a week (the week before arrival and continuing six weeks after departing the epidemic area. If travel is in an area that is resistant to the chloroquine, other drugs can be added on an individual basis. Contact the Medical Division for specific advice. Some immunizations are available, as well as the malaria prophylaxis.

RETIREE DEATH

Friends of Karl Hoffman will be saddened to learn that he passed away after a courageous bout with cancer. Prior to his retirement, Karl was Chief, Flight Inspection and Procedures Staff, AWP-220, and had served with the Flight Standards Division in Alaska and Seattle. Karl is survived by his wife, Claire, and five sons. Private, family ceremonies were conducted by the Neptune Society. Cards and letters of condolences may be sent to the family at: 949 Country Hill Road, Santa Maria, CA 93454.

Federal Employees Health Benefits Program
 1982 Withholdings and Agency Contribution Rates
 (Effective first pay period beginning after 12/31/81)

1982
 HEALTH
 BENEFITS
 PROGRAM

The Office of Personnel Management has announced benefit and rate changes affecting enrollees in the Federal Employees Program as of Jan. 1, 1982. The cost of most plans increased and is effective in the pay period beginning Jan. 10, 1982. In addition, most plans have altered benefits. OPM will issue brochures describing coverage and benefits in the near future. OPM, however, has not scheduled an "open season" for the health benefits program. At the right are the 1982 health benefit employee withholding and agency contribution rates, beginning Jan. 10, 1982.

STATE	PLAN	ENRL CODE	BIWEEKLY EMP. AGENCY		MONTHLY EMP. AGENCY		SEMIMONTHLY EMP. AGENCY	
	BLUE CROSS-BLUE SHIELD	101	19.74	17.36	42.76	37.62	21.38	18.81
		102	41.77	39.93	90.49	86.53	45.25	43.27
		104	3.62	10.88	7.85	23.57	3.93	11.79
		105	10.53	31.54	22.81	68.43	11.41	34.22
	AETNA	201	12.42	17.36	26.90	37.62	13.45	18.81
		202	15.66	39.93	33.92	86.53	16.96	43.27
		204	4.74	14.22	10.27	30.81	5.14	15.41
		205	11.38	34.14	24.66	73.97	12.33	36.99
	AFGE	301	11.57	17.36	25.06	37.62	12.53	18.81
		302	22.26	39.93	48.22	86.53	24.11	43.27
	ALLIANCE	461	13.52	17.36	29.29	37.62	14.65	18.81
		462	36.20	39.93	78.42	86.53	39.21	43.27
	APWU	471	12.17	17.36	26.36	37.62	13.18	18.81
		472	31.46	39.93	68.15	86.53	34.08	43.27
	FOREIGN SERVICE	401	8.18	17.36	17.72	37.62	8.86	18.81
		402	29.40	39.93	63.69	86.53	31.85	43.27
	GEB A	411	15.50	17.36	33.56	37.62	16.79	18.81
		412	45.65	39.93	98.89	86.53	49.45	43.27
	GEHA	311	7.34	17.36	15.90	37.62	7.95	18.81
		312	13.00	39.00	28.17	84.50	14.09	42.25
	MAIL HANDLERS	451	5.09	15.27	11.03	33.08	5.52	16.54
		452	13.65	39.93	29.56	86.53	14.78	43.27
		454	4.16	12.49	9.02	27.06	4.51	13.53
		455	10.93	32.80	23.69	71.06	11.85	35.53
	NAGE	YJ1	11.87	17.36	25.71	37.62	12.86	18.81
		YJ2	29.77	39.93	64.49	86.53	32.25	43.27
	NALC	321	11.70	17.36	25.34	37.62	12.67	18.81
		322	28.45	39.93	61.63	86.53	30.82	43.27
	NAPUS	YP1	6.29	17.36	13.62	37.62	6.81	18.81
		YP2	12.47	37.41	27.02	81.05	13.51	40.53
	NFFE	YR1	9.52	17.36	20.62	37.62	10.31	18.81
		YR2	21.88	39.93	47.39	86.53	23.70	43.27
	NTEU	YT1	9.83	17.36	21.29	37.62	10.65	18.81
		YT2	21.22	39.93	45.96	86.53	22.98	43.27
	PANAMA CANAL AREA	431	15.20	17.36	32.93	37.62	16.47	18.81
		432	40.84	39.93	88.47	86.53	44.24	43.27
	POSTAL SUPERVISORS	YV1	8.57	17.36	18.56	37.62	9.28	18.81
		YV2	22.33	39.93	48.37	86.53	24.19	43.27
	POSTMASTERS	361	25.42	17.36	55.07	37.62	27.54	18.81
		362	52.44	39.93	113.61	86.53	56.81	43.27
		364	2.37	7.10	5.13	15.39	2.57	7.70
		365	5.74	17.22	12.44	37.31	6.22	18.66
	RURAL CARRIER	3A1	13.65	17.36	29.57	37.62	14.79	18.81
		3A2	22.20	39.93	48.09	86.53	24.05	43.27
	SAMBA	441	9.84	17.36	21.31	37.62	10.66	18.81
		442	29.31	39.93	63.49	86.53	31.75	43.27
	AL HEALTH MAINT. GROUP	LA1	7.06	17.36	15.29	37.62	7.65	18.81
		LA2	29.95	39.93	64.88	86.53	32.44	43.27
	AZ ARIZONA HEALTH PLAN	721	11.46	17.36	24.82	37.62	12.41	18.81
		722	31.56	39.93	68.37	86.53	34.19	43.27
	AZ INA HEALTH PLAN	161	7.08	17.36	15.33	37.62	7.67	18.81
		162	22.12	39.93	47.91	86.53	23.96	43.27
	AZ INA TUCSON	B11	5.55	16.64	12.02	36.06	6.01	18.03
		B12	18.10	39.93	39.20	86.53	19.60	43.27
	AZ PIMACARE	231	11.01	17.36	23.85	37.62	11.93	18.81
		232	25.63	39.93	55.52	86.53	27.76	43.27
	CA FAMILY HEALTH PROGRAM <i>(includes Stream)</i>	661	12.16	17.36	26.34	37.62	13.17	18.81
		662	36.72	39.93	79.55	86.53	39.78	43.27
	CA FOUNDATION HEALTH PLAN	C61	18.51	17.36	40.10	37.62	20.05	18.81
		C62	47.65	39.93	103.23	86.53	51.62	43.27
	CA GENERAL MEDICAL CTRS.	C71	5.61	16.83	12.15	36.47	6.08	18.24
		C72	17.63	39.93	38.18	86.53	19.09	43.27
	CA GROUP HEALTH SERVICE	C91	12.58	17.36	27.25	37.62	13.63	18.81
		C92	31.35	39.93	67.91	86.53	33.96	43.27
	CA HEALTH NET	LB1	11.74	17.36	25.43	37.62	12.72	18.81
		LB2	35.21	39.93	76.27	86.53	38.14	43.27
	CA INA HEALTHPLAN OF CA	BW1	13.16	17.36	28.51	37.62	14.26	18.81
		BW2	40.04	39.93	86.74	86.53	43.37	43.27
	CA KAISER, ND. CA	591	5.25	15.74	11.37	34.11	5.69	17.06
		592	13.29	39.87	28.79	86.39	14.40	43.20
	CA KAISER, SO. CA	621	9.84	17.36	21.31	37.62	10.66	18.81
		622	29.20	39.93	63.25	86.53	31.63	43.27
	CA MAXICARE	CM1	14.32	17.36	31.02	37.62	15.51	18.81
		CM2	44.56	39.93	96.53	86.53	48.27	43.27
	CA NHA FOUNDATION	CN1	12.73	17.36	27.58	37.62	13.79	18.81
		CN2	30.19	39.93	65.40	86.53	32.70	43.27
	CA ROCKRIDGE HEALTH CARE	CP1	7.35	17.36	15.92	37.62	7.96	18.81
		CP2	23.04	39.93	49.91	86.53	24.96	43.27
	CA ROSS-LOOS	611	15.81	17.36	34.25	37.62	17.13	18.81
		612	41.70	39.93	90.34	86.53	45.17	43.27
	CA TAKECARE	LC1	10.99	17.36	23.81	37.62	11.91	18.81
		LC2	29.12	39.93	63.08	86.53	31.54	43.27
	HI HMSA PLAN	871	5.27	15.82	11.42	34.28	5.71	17.14
		872	13.08	39.25	28.34	85.04	14.17	42.52
	HI HMSA'S COMM. HEALTH	F61	5.37	16.13	11.64	34.94	5.82	17.47
		F62	21.41	39.93	46.37	86.53	23.19	43.27
	HI KAISER, HAWAII	631	5.31	15.95	11.51	34.55	5.76	17.28
		632	17.12	39.93	37.08	86.53	18.54	43.27
	GU HEALTH MAINT. L'IFF	2A1	5.53	16.60	11.99	35.96	6.00	17.98
		2A2	25.64	39.93	55.54	86.53	27.77	43.27



PRESIDENT COMES TO VISIT

President Reagan paid a working visit to the Department of Transportation Washington headquarters on Jan. 12. He attended a senior staff meeting and got a briefing from the FAA Administrator and other top DOT officials. The President also gave a brief "pep talk" that was broadcast throughout the FAA headquarters building in which he congratulated agency employees for their efforts in rebuilding the air traffic control system. He also said his administration is dedicated to helping Government workers do the best possible job. "I believe that the vast majority of Federal workers are every bit as committed to rooting out waste and fraud and inefficiency as the taxpayers they serve," he said. "I want to believe they want to do the best possible job they can." In an informal talk with the President, the Administrator described FAA's National Aviation System Plan which the President endorsed.

IMPREST FUND WINDOW HOURS

This is a reminder that, except in emergencies, the Imprest Fund Window hours are from 1 to 4 p.m.

RAY BOGART RETIRES

Ray Bogart, Long Beach Flight Standards District Office Airworthiness Unit Chief, retired on Dec. 25, 1981. Friends and co-workers celebrated his retirement at a luncheon at the Long Beach Velvet Turtle. Ray started his FAA career in Feb. 1961 as a General Aviation Airworthiness Inspector in Fresno and has held many interesting jobs within the agency. We will all miss him. Best wishes, Ray!

TERMINAL-EN ROUTE TO RELIEVE CENTER ATCCS

The agency is expanding the Tower En Route program, which permits aircraft to make cross-country instrument flights under the control of terminal radar facilities. This method of controlling traffic will relieve the workload on controllers at understaffed ARTCCs, which normally handle instrument flights between airport terminal areas. It will also provide an overflow resource in the low-altitude system, which will enhance air traffic control services. Under the Tower En Route program, a pilot can fly from one terminal area to another and can switch from one terminal controller to the next without ever having to contact an en route center. The expanded program adds more than 25 facilities to the approximately 120 facilities already providing this service. There are over 1,354 routes published for this program with the possibility of more being added. It is not intended for turbo-jet aircraft, which operate more efficiently at higher altitudes, although some flights between certain city pairs will be allowed as they have been in the past. Pilots participating in the program are encouraged to use it for flights of two hours or less. Longer flights are discouraged because they require extensive coordination between air traffic control facilities. The Tower En Route program does not require reservations like the General Aviation Reservation (GAR) program. The GAR program was initiated last October as part of an overall plan designed to reduce the workload at en route centers while the ATC system is being rebuilt. Graphics and route descriptions of the expanded Tower En Route program have been published in the Airport/Facility Directory. Information also has been included in the Airman's Information Manual, and letters to airmen will be distributed within local jurisdiction.