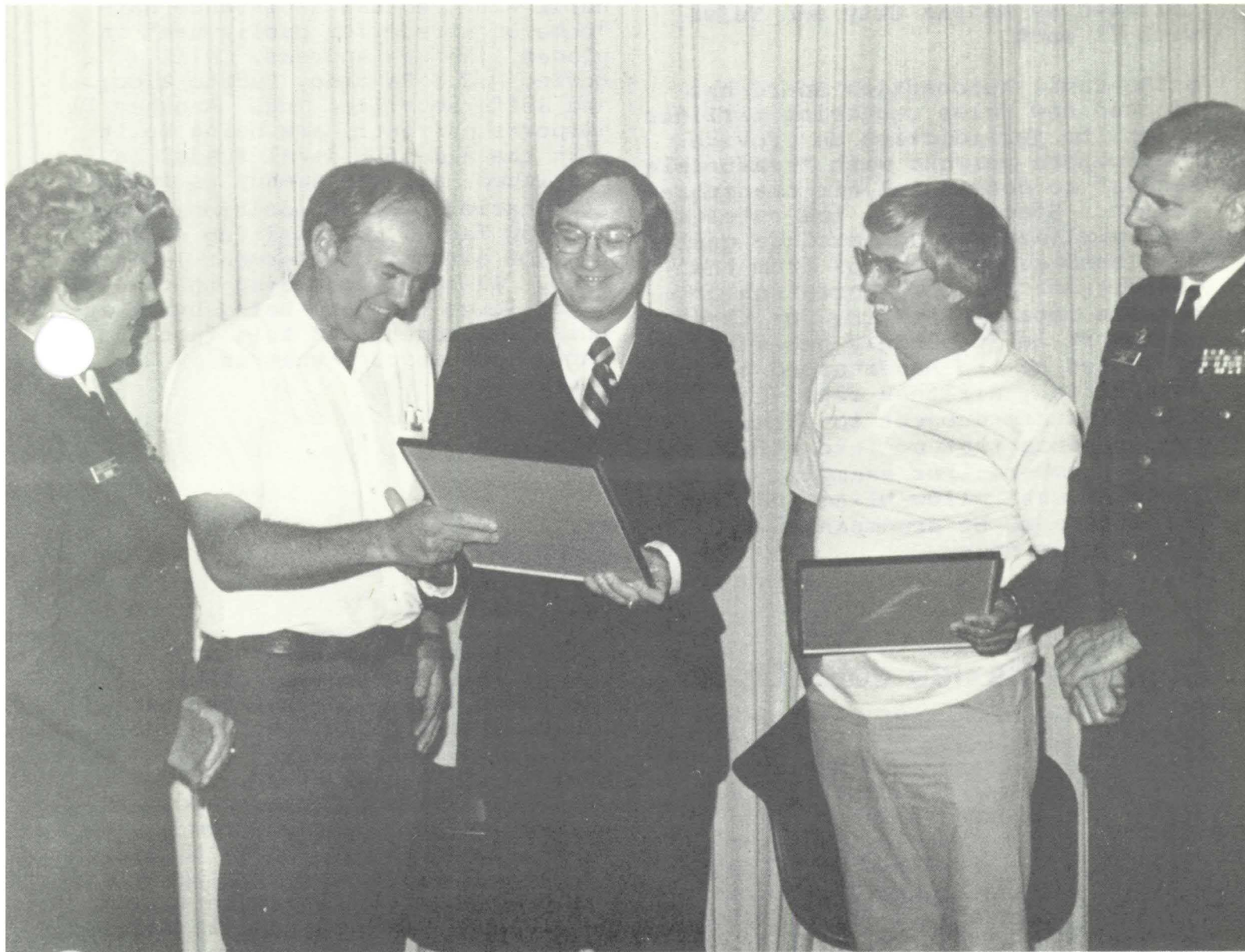




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



Civil Air Patrol Honors LAX Center Controllers

The News in Brief

● The agency held a second Braniff lottery on July 14 with more than 140 landing slots at 34 airports available. Included were some 60 slots that were awarded to airlines on an emergency basis after Braniff suspended operations on May 12 and more than 80 slots that were turned back by various carriers after the initial lottery on May 27. Dallas/Ft. Worth and Dallas Love Field led all other airports in available slots with a total of 26, followed by Kansas City and Tulsa with 11 each.

● The Civil Aeronautics Board has adopted new rules requiring airlines under its jurisdiction to provide handicapped persons with "reasonable access" to commercial air transportation. Specifically, the rules say that airlines may not exclude qualified handicapped persons from the benefits of air transportation or require separate service for them unless it is absolutely necessary or requested by the handicapped person. In addition, airlines receiving CAB subsidies are subject to other requirements that go into effect in mid-September. For example, these airlines must allow blind and deaf passengers to be accompanied by their guide dogs.

Canada, Mexico Jobs Open

The International Civil Aviation Organization (ICAO) has two-year jobs open in Canada and Mexico. In Montreal, a System Analyst is needed and applications are due by July 28. The Mexico City opening is for a Technical Officer--Spanish. Applications are due August 27. Salary for both positions is \$30,518 with a tax-free net of \$21,600 to \$23,104. Information about salary, applications, qualifications and benefits is available in personnel offices.

New Airports Coming

Yes, Virginia, new airports still are being built. But FAA's Associate Administrator for Airports, William Shea, says, "Sometimes I get the feeling people are not aware of this." In a recent speech to an airport seminar in Augusta, Maine, Shea pointed out that the Federal government has been helping local communities build new airports since 1940 and said, "We are continuing to this very day." In the past 18 months, he noted, 11 new airports built with Federal assistance have "come on stream for public use" in places like San Andreas, Calif.; Erwin, N.C.; Fajardo, Puerto Rico; and Jeffersonville, Ind. Another 11 airports currently are being built with the aid of Federal funds, he continued, and the agency is holding applications for 30 additional new landing facilities awaiting enactment of airport development legislation. Although conceding that no major large hubs are being built at this time, Shea said this fact should not obscure what is happening.

CAA/FAA Veteran Writes History

After making aviation history for almost half a century, former CAA/FAAer Jack B. Jaynes has turned his hand to writing about it and produced a book entitled "Eagles Must Fly." The 250-page, well-illustrated volume traces Jaynes' aviation career from his days as a World War I Army pilot, through 30 years with the agency and its predecessors, to his retirement as a deputy regional administrator in 1960. Additional information is available by writing the Eagles Must Fly Book Fund, 849 W. Continental, Southlake, Tex. 76092.

Cover Story

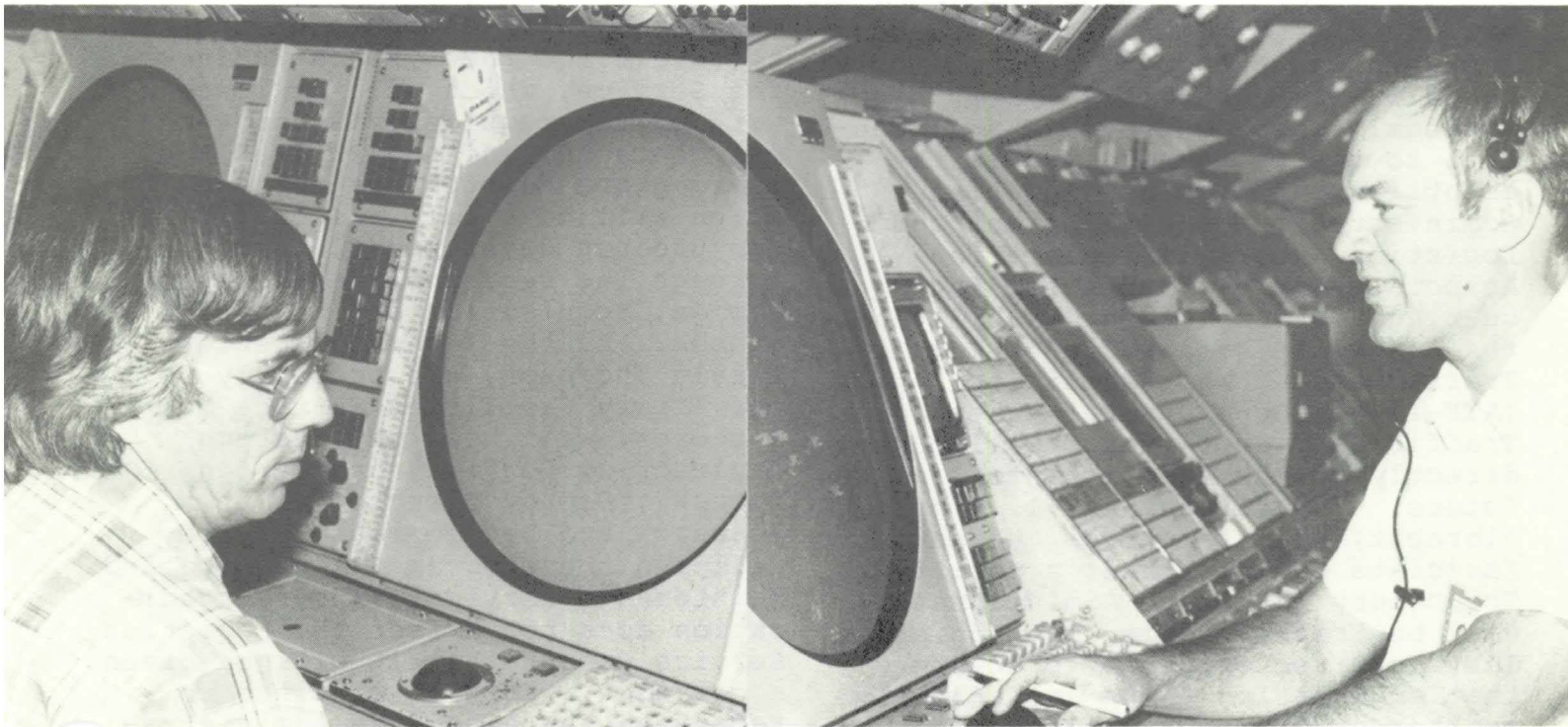
Edward Freeman and Robert White, Air Traffic Controllers at the Los Angeles Air Route Traffic Control Center (ARTCC) have been recognized by the National Commander of the Civil Air Patrol for their outstanding efforts to locate a missing aircraft. Ed and Bob were awarded a special Certificate of Appreciation from National Headquarters, Civil Air Patrol--the volunteer, civilian auxiliary of the U.S. Air Force--at special ceremonies recently held at Regional Headquarters. Presenting the awards on behalf of the CAP National Commander, Brig. Gen. Johnnie Boyd, was Col. Edwin W. Lewis, Jr., commander of the CAP California Wing.

The citation read, in part, "Throughout this mission, Edward Freeman and Robert White, in addition to performing their regular duties, provided assistance to the SAR forces above and beyond that required of them. This superb assistance and unselfish use of their personal leisure time to

assist the Civil Air Patrol in the prosecution of this mission reflects great credit upon these two specialists and on the Federal Aviation Administration."

The mission involved a search for a missing aircraft which had departed from a small San Joaquin Valley airport enroute to Southern California. Ed and Bob worked more than 100 hours on their own time to help develop the information necessary to establish a radar track for the missing aircraft. The aircraft was located near Gorman, Calif., and, ironically, a member of the Civil Air Patrol flight crew which found the aircraft was also an FAA employee.

Cover photo: From left--Lt. Col. Betty M. Decker, mission control officer for the CAP's California Wing; Robert White, controller, LAX ARTCC; Regional Director H. C. "Mac" McClure; Ed Freeman, controller, LAX ARTCC; and Col. Edwin W. Lewis, Jr., Commander, Civil Air Patrol, California Wing. Cover photo by Barbara Abels.



Edward Freeman (left) and Robert White, Air Traffic Controllers, Los Angeles Air Route Traffic Control Center. Photos by Lois Lewis.

First Solid-State VOR Set for North Philly

The first field installation of a fully tested, solid state, second generation VOR now is scheduled for North Philadelphia. On July 12, the old VOR was to be shut down to permit installation of the new equipment. It is expected to be operational by mid-August. FAA has ordered 950 of the new state-of-the-art radio navigation aids and expects to complete nation-wide installation by the end of 1984. The new equipment is more reliable than the vacuum-tube VORs it replaces and will be cheaper to operate and maintain.

Conference to Cover Future Nav Systems

Results of FAA sponsored studies and technical evaluations relating to the selection of a future mix of navigation systems will be presented at a two-day conference next month in Washington, D.C. The "Future Navigation Systems Planning Conference" will be held in the third floor auditorium of the headquarters building August 3 and 4, beginning at 9 a.m. both days. Discussions will focus on systems anticipated for the post 1995 time period. All individuals and organizations are invited, and prior notification is not necessary.

Engineering, R&D AF to be Combined

The Administrator has announced a major reorganization of the agency's engineering and system acquisition functions. They are being consolidated under a single Associate Administrator to provide a more efficient operational structure for implementing the major programs outlined in the agency's 20-year National Airspace System Plan. Central to the reorganization is the establishment of a new Associate Administrator for Development and Logistics, who will replace the Associate Administrator for Engineering and Development (AED-1) and the Associate Administrator for Air Traffic and Airway Facilities (ATF-1) with one change: The Air Traffic Service Director will report directly to the Administrator in the future. The current AED-1, Albert Albrecht, will take over the new Associate Administrator's position. The Deputy Associate Administrator will be Frank Frisbie, the Logistics Service Director. Also to ensure that engineering tasks are properly monitored, Albrecht will have a Deputy Associate for Engineering which will be Neal Blake, the present AED-2. The offices and services affected by the reorganiza-

tion are the Office of Systems Engineering Management, the Systems Research and Development Service and the Airway Facilities Service. They will be replaced by a new organizational structure, reporting to Albrecht.

The three major elements of the new structure are the Systems Engineering Service, which will be concerned with system requirements and technical concepts, and the Program Engineering and Maintenance Service, which will have full responsibility for product development, taking it through the research, development, design, acquisition and operational phases, and the Technical Center. Gerald Thompson, who presently is the Airway Facilities Service Director, will head the Systems Engineering Service, and Martin Pozesky, Deputy Director of the Research and Development Service, will run the Program Engineering and Maintenance Service. The reorganization does not affect the Logistics Service except that it will be given a new name. It will continue to report to the Associate Administrator for Administration. The reorganization also will not affect field structures. Other key selections will be announced later.

WELCOME ABOARD

• The Airway Facilities Establishment Engineering Branch, AWP-450, welcomes Woong Kim, Draftsman, to its Drafting Section. Woong came on board on July 12 from the U.S. Forest Service in Pasadena.

• The Management Systems Division wishes to welcome Evelyn Mosquera from the Los Angeles Airway Facilities Sector. Evelyn was selected as Management Analyst in the Management Programs Branch, AWP-63.

TIME AND ATTENDANCE REPORTS

Although the Payroll Office distributes preprinted T&A Forms, a supply of blank T&A Forms should be kept by all T&A Clerks. The blank T&A Forms can be used by T&A Clerks for new employees or in cases where the preprinted forms are misdirected or lost in the mail. FAA Form 2730-68, Time and Attendance Report, combined form with 2730-8-1, Time and Attendance Report Amended, Stock No. 0052-00-865-4000, can be obtained through normal supply channels or from the FAA Depot at the Aeronautical Center.

SKYDIVERS HAD BAD YEAR

The U.S. Parachute Association reports that 1981 was the worst year ever for skydiving accidents with 67 fatalities. The two previous worst years were 1976 and 1979, when 53 sport parachutists died in jump-related accidents. Of the 67 fatalities last year, 13 perished in two aircraft accidents. In one accident, 11 people died when their aircraft went out of control and crashed into Pearl Harbor in Hawaii. The remaining fatalities included 29 cases of malfunctioning equipment. Other causes included failure to pull the reserve chute or activating the chute too late for the canopy to deploy.

A.A. MEETING SCHEDULED

Alcoholic Anonymous Meetings are being scheduled to be held at Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Division, ext. 6300.

\$ RENO SILVER DOLLAR OPEN \$

It's not too late to plan on playing the Reno Silver Dollar Open Gold Tournament on August 25 & 26. Host course is WILDCREEK. The cost is \$80 for two days of golf and a banquet dinner (prime rib). Extra dinner is \$16.95. The host hotel/casino is the Eldorado, which is centrally located in downtown Reno. You may contact the Eldorado direct --toll free 800/648-5699--and ask for the Reno Silver Dollar Open Golf Tournament Rates. Make checks payable to Fred R. Kelly and mail to 3239 Bunker Hill Lane, Sparks, NV 89431 (702/331-3251). Please include average score or handicap.

LOS ANGELES AF SECTOR

Congratulations are in order for the following promotions: Brad Tracy, Raul Santa Cruz and Benjamin Orteaga. Hello and welcome aboard to Robert Jessup from San Juan, Puerto Rico; Chuck Stinnett, joining us from the Regional Office (AWP-460); and re-entering our fold--Louise Stiles from Logistics Division. Leaving the Sector for "greener pastures" in the Regional Office are Kent Petersen and Jack Perkins who will be joining the crew of Maintenance Operations Branch, Airway Facilities Division, and Evelyn Mosquera who is joining the ranks in Management Systems Division. Good luck to you all. After 33 years of service, Robert Dawson has set aside his voltmeters and scopes to become a retiree. Bob will continue his teaching career and travel.

Distance-to-Go Markers Approved by Agency

The agency has approved the use of distance-to-go runway markers at civilian airports and plans to make Federal funds available to help finance their installation. However, the use of the markers will not be mandatory, and FAA will not establish any operational requirement under which the markers would be used to measure aircraft performance. Distance-to-go markers normally are spaced 1,000 feet apart, some 50 to 75 feet from the edge of the runway, to tell flight crews how much runway they have left on take-off. They have been in use at military bases and joint-use airports since the 1950s. The allocation of Federal funds for installation of the markers is contingent on passage of new authorizing legislation for the airport aid program now pending in Congress.

Slot Sales Banned

FAA has decided against letting the airlines buy and sell arrival slots at the 22 airports where capacity constraints are in effect. In announcing the decision, the agency cited the "strong opposition" of the aviation community to continuing the practice. However, there will be no change in the policy that permits the airlines to trade and exchange slots among themselves. Slot sales were authorized May 10 for a 30-day trial period and then extended for two weeks to allow for public and industry comments on the practice. Sales were suspended on June 24 and the final decision made on July 6. The suspension of slot sales will remain in effect until July 1, 1983, at which time enough additional capacity should be available to eliminate the aspects of the policy which have been objected to by commuters.

Teamwork Saves Plane

Controllers at the Anchorage Center carried the ball on this flight assist, but they got plenty of help from two airborne aircraft and the local flight service station. It all started when the pilot of a twin-engine plane called radar controller Jerry Jones and reported he had flown into IFR conditions in a plane not equipped for instrument flight and was lost. Jones immediately identified the plane on radar and told the pilot to climb above the mountainous terrain in his area. The pilot responded that he was carrying heavy ice but could climb slowly. As the plane lumbered up to a safe altitude, Jones vectored it away from mountain peaks and onto a Victor airway. When radio contact was lost, Jones set up radio relays with first one and then a second aircraft in the area. After successfully guiding the plane into VFR conditions, he turned it over to the Anchorage Flight Service Station. Specialists there subsequently reported the safe, uneventful landing. During the month of June, 63 flight assists were reported by enroute centers, terminal facilities and flight service stations. There were 326 persons on board the aircraft involved.

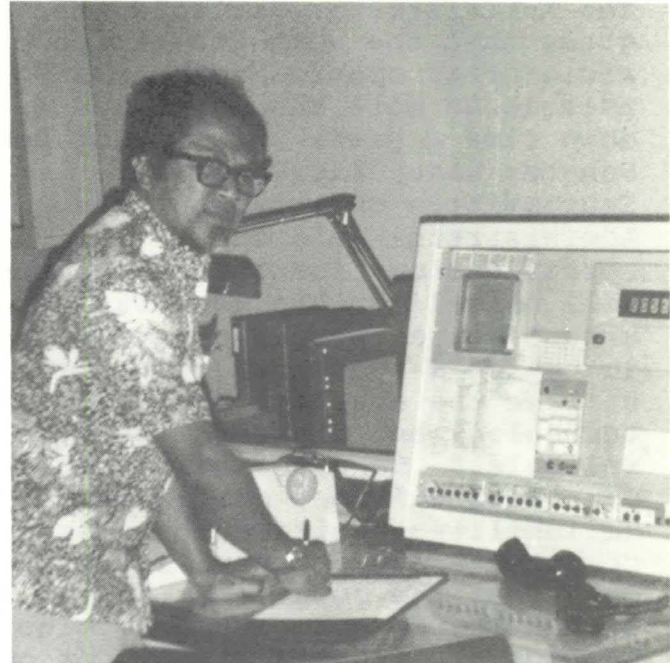
Pinto New PR Director

Edmund Pinto, who was until recently director of the Office of Public and Consumer Affairs of the National Highway Traffic Safety Administration, has been named director of the agency's Office of Public Affairs. A veteran newsman and editor, he spent eight years with the Associated Press and before that was a reporter for the Hartford Times in Connecticut. He replaces Charles Murchison who left the agency in April for a position in private industry.

ALLEJHO CUA RETIREMENT PARTY...

Allejho Cua (right), Flight Data Communications Specialist at Los Angeles Air Route Traffic Control Center (ARTCC), will retire from the agency on August 7. A retirement party will be held in his honor on Saturday, Aug. 7, at the Hacienda Hotel, Los Angeles International Airport, 526 N. Sepulveda Blvd., El Segundo. No host cocktails, 7 p.m.; Dinner at 8 p.m. Roast Prime of Beef at \$13.50 includes tax and gratuity. For reservations, please contact Ronald McCray, Los Angeles ARTCC, 2555 E. Avenue P, Palmdale, CA 93550; phone--FTS 799-1011, ext. 282, or Comm. 805/947-4101, ext. 83.

Al's Federal career spans a period of 35 years. He enlisted in the U.S. Army in 1946 and served until 1952, moving on to Hickam AFB, Hawaii in 1954 as Communications Operator Supervisor. In 1966, Al was assigned to the San Francisco IATSC as a Telecommunications Operator. After 10 years in San Francisco, he was assigned to the San Diego Flight Service Station as a teletype operator. In June of 1980, Al arrived at the Los Angeles Center to take up duties as a Flight Data Communications Operator. A graduate of W. R. Farrington High School and Honolulu Business College, Al was born in Maui, Hawaii, is married and the father of four sons.



CIVILAIR NEWS

- Don't forget the Civilair Picnic on Saturday, July 31, 11 a.m. to 5 p.m. It will be held at Hawthorne Memorial Park, 3901 W. El Segundo Blvd. (corner of El Segundo and Prairie). If you can volunteer some of your time, please contact Mary Ann Presson, 536-6178.

- Civilair Family Fun Days at Magic Mountain will be held Aug. 21-29. With a choice of one of 9 days, your one price \$8.95 unlimited use ticket will buy all this fun (this is a savings of \$3 per general use ticket). Children 48 inches and under are \$5.75; ages two and under are free. Purchase your tickets today. Contact the Civilair Desk

or your Civilair Representative. This discount is not available at the main gate.

- Discount passes are now available at the Civilair Desk for the Mann Theatres of California (Westwood theatres excluded). The individual passes are \$2.50 each and are good through Dec. 16, 1982. Each pass allows a person to any movie except premieres and special showings for the discount price of \$2.50 in exchange for the ticket at the door. Mail orders will be filled upon receipt of a check or money order payable to "Civilair, Inc." Be sure to enclose a self-addressed, stamped return envelope.

Goal of New Computers

The Administrator has told the Congress that the next generation of air traffic control computers should average no more than two minutes of down time a year. Testifying before Senator Nancy Kassebaum's Subcommittee on Aviation, the Administrator said the specifications for the new computers will be well within the state of the art, because "we cannot afford the luxury of a system which would utilize the absolute latest in technology but might not be totally reliable." He noted that computer companies will not guarantee reliability specifications for new computer systems but will guarantee only that the down time, for example, will not exceed 30 minutes per month. "That's simply not good enough for a replacement ATC computer system," the Administrator added. "I seek computer capability to no more than two minutes of down time each year!"

Management Titles Changed

A new agency order that does away with the job title of "chief" has been signed by the Administrator. Under the order, "chief" will be replaced by "manager" in the upper management spectrum and by supervisor at the first or team level of supervision. The only exceptions are in the Office of Chief Counsel. The new standard job titles are effective immediately. However, to reduce the workload of implementation, documentation and system changeover will be phased in over the next 12 months. The new order, for example, calls for division and branch chiefs to be called managers, and the same holds true for facility and field office chiefs. A complete listing of the new standard job titles is contained in, "Job Retitling," a new notice in the N 1100 series.

NAS Plan Seen as Boon to Users

Implementation of the National Airspace System Plan would save aircraft owners and operators billions of dollars over the next 20 years, a new FAA study has concluded. Based on an analysis of just three major NAS plan programs, the study estimated the benefits to operators would exceed the costs for avionics equipment by \$20.7 billion through the end of the century. Specifically, the study said the program to improve fuel efficiency in enroute and terminal airspace would save \$16.4 billion; the program to improve airport capacity, \$5.7 billion; and the implementation of the Microwave Landing System, \$2.6 billion for a total of \$24.7 billion. Aircraft operators, on the other hand, would have to invest up to approximately \$4 billion in avionics over the 20-year period. Additionally, the study notes that implementation of the NAS Plan would save FAA--that is, the government and the taxpayers--\$24.3 billion through the end of the century in reduced operating and maintenance costs. A limited number of copies of the report, "Preliminary Estimates of the Benefits and Costs to Implement the National Airspace System Plan," are available from the Office of Systems Engineering Management, AEM-1, in Washington headquarters.

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