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**Federal Aviation  
Administration**

# Western-Pacific Intercom



## Long Beach Grand Prix



Above photos:

Top--Mary Titherington and Bob Avakian, Long Beach Airway Facilities Sector Field Office.

Bottom--From left-- Al Toll, Long Beach Flight Standards District Office; Bob Avakian and William Heineck of Airway Facilities; and Kathryn Kuhlmann and Al Robinson, Long Beach Tower.

Not photographed was Controller Dave Coulthard of Long Beach Tower.

## COVER STORY...

The Long Beach Grand Prix is now history, but the efforts of the FAAers on duty during the three-day affair will not soon be forgotten.

There were three Air Traffic Control Specialists on duty each day at the temporary tower which was set up on a roof overlooking the race. There were 1,352 operations for the three days, with 819 operation on the race day itself. Fortunately the participants enjoyed perfect weather.

The Long Beach Airway Facilities Sector Field Office personnel provided the equipment and kept communications going for the three days without any problems.

Gordon Sutterfield, Temporary Team Supervisor at Long Beach Tower, was the Temporary Tower Chief and did an outstanding job. Jerry Yocom, Manager of Long Beach Tower, says: "One of the hardest parts of the temporary tower was just reaching the roof. We had to walk from the parking areas through the Convention Center, up some very steep stairs, and then climb two ladders to reach the roof."

Hats off to all FAAers who had a hand in this successful annual event.

Cover Photos:

Top left--Gordon Sutterfield, Temporary Grand Prix Tower Chief.

Bottom left--From left--Long Beach Tower Controllers Al Robinson and Sandra Bursell.

Top right--From left--Controllers Al Robinson, Gordon Sutterfield and Kathryn Kuhlmann of Long Beach Tower.

Bottom right--Roof of the convention center overlooking part of the Grand Prix Race Track and the Queen Mary.

## CONGRESS URGED TO PASS CONTROLLER PAY BILL

Rep. Edward J. Derwinski has urged prompt action by the House of Representatives to pass an Administration-supported bill that would give an average of 6.6% pay raise to controllers and others involved in the operation and maintenance of the air traffic control system. The Illinois Republican, who is the ranking minority member on the House Post Office and Civil Service Committee, introduced the pay bill on behalf of the Reagan Administration last fall. This was followed by hearings before the Post Office and Civil Service Committee at which both Secretary Lewis and Administrator Helms testified on behalf of the legislation and asked for quick passage. However, earlier this year, the committee approved a substitute bill which would give controllers who remained on the job after the strike a one-time bonus.

No further action has been taken on either bill although the Senate already has passed the Administration's bill. The text of Rep. Derwinski's August 2 statement follows: "One year ago tomorrow, members of the Professional Air Traffic Controllers Organizations (PATCO) walked off their jobs in an illegal strike action amid dire predictions that the nation's air traffic system would collapse without their service. Fortunately, that hasn't happened. The system probably is safer today than it was before the strike. That is a tribute to the outstanding job performed by loyal and dedicated air traffic controllers and other air traffic system personnel who remained on the job. Unfortunately, these loyal employees think they have been forgotten. An unfortunate legislative impasse supports that belief. Last November, I introduced legislation designed to compensate FAA air traffic controllers and other controller-related employees fairly for the contributions they make to the safety and efficiency of

our air traffic control system. The bill was recommended by the Administration as an important step to rebuild the air traffic system in the aftermath of the strike by members of PATCO. My bill called for increases averaging 6.6 percent for the controller workforce, the same package of benefits the Administration had agreed to support prior to the strike. That legislative proposal recognized that, while the strike is behind us, the same need exists for controller proficiency pay, relief from the pay cap for those working overtime, and compensation for on-the-job training. The bill also recognized the extraordinary performance by controller personnel in keeping America's airways safe. Earlier this year, the House Post Office and Civil Service Committee approved a substantially different bill which does not address the goals of improved Federal Aviation Administration management, higher morale and restoration of airspace system capacity. That bill gives a one time 10 percent bonus to working controllers and controller related personnel conditional on a return to full capacity by January 1, 1983. "My bill provides fair and equitable compensation for the skills of air traffic controllers and related professionals and the responsibilities they assume in operating the system. The bill reported by our committee would leave the Administration with no option but to rehire the striking controllers on a liberalized suitability determination basis. Forcing the reinstatement of former controllers would undermine the morale of working controllers and possibly complicate the air traffic system. A majority of working controllers oppose the rehiring of those who walked off the job. Furthermore, the public overwhelmingly supported the President's decision dismissing the strikers (Continued on page 4)

## PAY BILL (CONTINUED FROM PAGE 3)

and banning them from a return to their former jobs. Air Traffic Controllers, Supervisors, Technicians and Flight Service personnel have served the nation in exemplary fashion during a time of difficult challenge. They deserve to be rewarded. I intend to press forward in this session to obtain a pay package that addresses the need of flight system personnel who are so important to the safety of the American public and the efficiency of the air transportation system."

## STILL MORE KUDOS FOR FAA

Now more than a year has passed since FAA began rebuilding its controller force, yet letters praising FAA employees continue to come in. This week the Administrator passed along a letter from the Air Transport Association (ATA), another signed by 10 corporate chief pilots and a third from the Chief of Naval Air Training. ATA expressed its gratitude "for the highest standards of professionalism and for sustained aviation safety which assures other vital objectives related to the nation's commerce and strength." The corporate pilots said they appreciated the "outstanding job being done by the air traffic controllers in the face of sometimes difficult circumstances and working conditions." The Chief of Naval Air Training expressed his appreciation for the operation of the ATC system. He said he personally has been very pleasantly impressed with the courtesy, professionalism and helpfulness of the controllers in the field.

## FLEXITIME EXTENDED

President Reagan has signed legislation authorizing Federal agencies to continue flexitime and alternative work schedules for another three years. Called the Federal Employees Flexible and Compressed Work Schedules Act of 1982, the new law replaces previous legislation which permitted flexitime and alternative work schedules, such as 10-hour, four-day work weeks, on a trial basis over a three-year period. One change in the new legislation is that it gives management greater control over the use of non-standard work schedules and permits management to terminate any program that proves detrimental to the government.

## SUPERVISOR'S COURSE GETS HUMAN RELATIONS EMPHASIS

The agency has begun translating its Human Relations Program into practice in the training of management personnel. The first step was taken last month with the Supervisors Training Course at the agency's Management Training School in Lawton, Okla. The course is being revised in three phases to emphasize the importance of human relations in all aspects of the supervisor's job performance. Changes include greater use of workshops in place of classroom instruction and a higher level of simulation and role-playing to provide increased opportunities to practice critical human relations skills. The agency completed revision of the curriculum for the first five days of the 12 1/2-day course in July and plans to make additional changes covering the next four days in September. The final phase would be implemented in January 1983.

## WHAT IS THIS THING CALLED CERTIFICATION

Before an airplane can be introduced into service by U.S. airlines, it must be "type certificated" by FAA. Issuance of a type certificate reflects FAA's finding that the aircraft met all applicable regulations regarding design, material, specifications, construction and performance for safe operation. Following issuance of the type certificate, the manufacturer must obtain a "production certificate" to ensure proper quality control, and each airplane must obtain an individual "Airworthiness Certificate." The Boeing 767-200 certification program ran almost four years and included static, flight and other testing to demonstrate compliance with FAR Part 25, which covers certification of transport aircraft. It ended with a determination by the Northwest Mountain Region that the aircraft met all applicable standards, had demonstrated compliance with damage-tolerance regulations, and successfully completed a series of special tests designed to establish its airworthiness.

## FAA WORLD SPOTLIGHTS QUIETER BOSTON LOGAN

If you can judge a book by its cover, then the new FAA World should make enjoyable reading. It features a beautiful wrap-around cover of Boston's Logan Airport against the backdrop of the downtown business district. The cover illustrates an article by New England Region planning specialist David Rickard on how FAA and the Massachusetts Port Authority worked with local communities to make Logan a better airport neighbor. There's also a story about inspectors at the Van Nuys GADO who recently completed a year-long project of certificating a modified DC-8 for service as a flying eye hospital and a close-up look at a DFW radar technician who spent six years and \$5,000 making his own "Breezy" airplane. The "On The Job" feature this month focuses on the Bakersfield Tower/TRACON (Don Miller, Vangie Holcomb, Bill McGraw and all the gang) and there also is an article on "The Birth of the ILS." Copies are in the mail.



## OUTSTANDING WITH QUALITY INCREASE FOR SAN FRANCISCO'S JEAN MCPHEE

Jean McPhee, Supervisory Aviation Assistant at the San Francisco Air Carrier District Office, was recently recognized for her remarkable performance with an Outstanding performance rating and Quality Within-Grade Increase. The award was presented to Jean (left) by Wayne Bair, Manager of the San Francisco ACDO, at a weekly staff meeting.

## MONTEREY TOWER ANNOUNCEMENTS

Welcome aboard to Paul Berge, Air Traffic Control Specialist (ATCS), who transferred to Monterey Tower from the Reid-Hillview Tower. Also, welcome aboard to new ATCSs, Jayne Overgard and Tim Baribeau.

## FAA TYPE CERTIFICATES

### BOEING 767-200

Culminating almost four years of effort, the agency has certificated the Boeing 767--the first new jetliner produced by an American manufacturer in more than a decade. FAA's Northwest Mountain Region Director, Charles R. "Chuck" Foster, presented the type certificate to Boeing officials on July 30 at ceremonies in Everett, Wash. Foster said the 767 certification program was the most demanding one in history. The 767 is the first of the "new technology" aircraft with advanced wing design, new fuel-efficient engines and the latest in digital flight management systems. The twin-engine wide-body jet is designed primarily to serve the medium-haul market and can carry up to 211 persons in its standard double-aisle, seven-abreast seating configuration. Boeing is offering the aircraft with two different powerplants--the Pratt & Whitney JT9D-7R and the General Electric CF6-80A. The 767 program was launched officially by Boeing in July 1978 following the initial order for 30 airplanes from United Airlines. The aircraft made its first flight in September 1981, beginning a 10 month flight test program. In all, five airplanes were used in the flight test program--four with the Pratt & Whitney engines and one with G.E.--and together they logged more than 2,000 hours. Boeing has firm orders from 17 airlines for a total of 173 of the new-generation jets.

## DEER VALLEY TOWER HAPPENINGS

Delayed welcome aboard to Linda Schaff, Denne Hoover, Debra Guarriello, Chuck Munoz from the Academy, Mark Welter from Phoenix Flight Standards Sector, Dennis West from Falcon Tower (Mesa, Arizona). Congratulations to Laddie Kuzela (Ex-Flagstaff Tower) on his selection to Sioux City Tower, and Nelson Rendon on his selection to Ogden Tower.

## KUDOS To FAA 767 TEAM

Certification of the Boeing 767 was a total team effort of the Northwest Mountain Region's Seattle Aircraft Certification Office, according to Don Jacobsen, the office manager. But those who played leading roles, in addition to Jacobsen, were Darrell Pederson, assistant manager; James Hart, airframe branch manager; A.V. Rasmussen, systems and equipment branch manager; William Perella, structures and load sections manager; Thomas Curran, propulsion branch manager; F. Dean Melton, flight test branch manager; Wing Chin, manufacturing branch manager; and James Devaney of the technical support staff.

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## AEROSPACE EDUCATION CONFERENCE OCT. 7-10 IN SAN DIEGO

The 15th Annual Pacific Region Aerospace Education Conference is scheduled for October 7-10 at the Hanalei Hotel, 2270 Hotel Circle, in San Diego. The conference this year is open to all educators, school administrators, students, aerospace/aviation enthusiasts, Aerospace Education Workshop Directors, Civil Air Patrol members, NASA, 99s, USAF and, of course, FAA personnel.

This year's gathering will be a heads-on, hands-on learning experience, and free educational materials will be available on Thurs. evening, Fri. and Sat. on a first-come, first-served basis.

The conference is being held at the Hanalei (which means Valley of the Flowers) hotel where attendees will enjoy nine and a half acres of semi-tropical trees, atrium and water-fed stream, pool, sauna, therapy pool, complimentary weekday newspaper and in-room coffee.

All interested FAAers are welcome. Further information may be obtained by contacting Ms. Jule Zumwalt, Director of Aerospace Education, Pacific Liaison Region, Mather Air Force Base, CA 95655, 916/364-2554.

## CIVILAIR NEWS

- 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.

## OAKLAND CENTER TOPS IN CUTTING ENERGY USE

A tabulation of the electricity used at the agency's 20 air route traffic control centers in the 48 states shows the Oakland center is the champion energy miser in its class. Oakland used 6,716 megawatts of electricity in 1981, followed closely by the Minneapolis center with 6,831 and Albuquerque center with 6,961. Useage at other centers ranged up to as high as 13,000 megawatts. Oakland also showed the greatest improvement when measured against the 1975 base year. Electrical consumption was down 26.3 percent.

## THE WAY WE WERE

Forty years ago this month (August 18-20, 1942) an exchange of letters between the Secretaries of Commerce, War and Navy formalized a decision against putting the Civil Aeronautics Administration under the military during World War II. It remained under the Commerce Department... Thirty years ago (August 18, 1952) the CAA's Technical Evaluation and Development Center at Indianapolis reported favorably on a series of tests using storage-tube techniques to provide bright display of radar information for air traffic control purposes.... Ten years ago (August 1, 1972) FAA implemented nationwide a new "Get-'Em-High Earlier" departure procedure designed to reduce jet aircraft noise levels in neighborhoods.... Five years ago (August 29, 1977) FAA issued a notice of proposed rule making aimed at overhauling and toughening the FAR Part 135 rules governing commuter airlines and air taxis. The NPRM led to adoption of final rules in 1978 that brought the Part 135 standards into closer alignment with those for the large carriers.... One year ago (August 3, 1981) the PATCO-led strike happened.

## MAC CENTER PHASED OUT

A complete reorganization of the Safety Data Branch at the Aeronautical Center was effective June 27, 1982. With the new organization, now called the National Safety Data Branch, the Maintenance Analysis Center (MAC) is phased out; however, most services provided by MAC in the past will now be handled by other sections within the new branch structure. The National Safety Data Branch will concentrate on the collection and analysis of technical safety data and the management of the automatic systems necessary to accomplish these functions. The branch now consists of four sections: the System Management Section (AFO-581), the Program Support Section (AFO-584), the Small Aircraft Section (AFO-583), and the Large Aircraft Section (AFO-582). The System Management Section is responsible for the design, development, management, and operation of FAA national safety data systems relating to U.S. civil aviation. The primary function of the Program Support Section is the automatic processing of civil aviation technical data from within the FAA, the

public, and industry. They will assure the data bases are current and accurate as they are used internationally for safety analysis. The Small and Large Aircraft Sections will analyze safety data to determine trends affecting aviation safety and alert cognizant FAA offices to existing or potential adverse conditions. A commercial time share computer system is used by the branch to permit international direct access to such data bases as service difficulty reports and accident and incident data. The CAA of England, for example, can access these data bases by dialing a local number in England from any telephone. This same system provides all FAA field offices direct access to data that in the past was only obtainable from MAC. Several commercial firms are using the same system to respond to commercial requests for information that previously had to be provided by MAC. Requests for assistance or information previously provided by MAC should be directed to the National Safety Data Branch (AFO-580), FTS 749-4391, for proper routing.

## YOSHIO ISOBE EARNS QUALITY AWARD

Yoshio Isobe, Honolulu Flight Standards District Office, recently earned a Quality Within-Grade Increase award for his exceptional work as a Principal Avionics Inspector. Yoshio (left) receives the award from Jennings O. Larson, Manager of the Honolulu FSDO.

