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Oct. 8, 1982

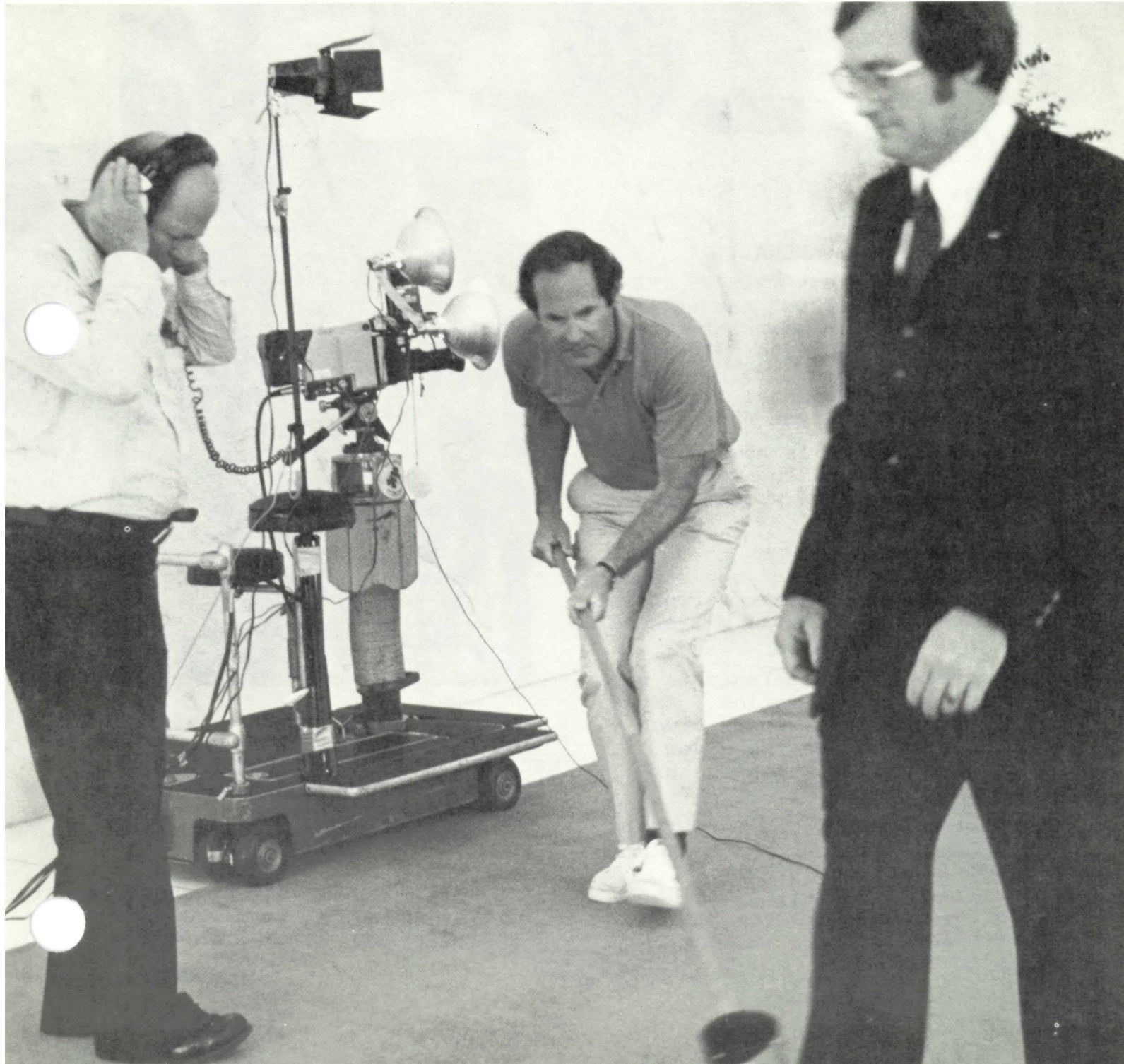
Public Affairs Office
AWP-4P

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

Western-Pacific Intercom





COVER STORY...

LIGHTS...ACTION...CAMERA...

The videotape movie, "THIS IS THE WESTERN-PACIFIC REGION" has at last become a reality -- thanks to the input from our FAA Western-Pacific Region family and the professional expertise of our Regional Training Branch managed by Wayne Lynch.

The videotape movie is now being distributed to field locations throughout the region where video players are located.

The movie was produced by the Regional Training Branch and stars many talented and dedicated regional employees. A Notice will be issued announcing the movie.

All employees are encouraged to view this outstanding production. Wayne Lynch says, "We had a super time filming the scenes and hope you have as good a time watching our movie about our region."

Cover photo: TAKE ONE...TAKE TWO... TAKE THREE...A look at the technical expertise in action as Jerry Perkins (right) and Cliff Elbl prepare for Regional Director Mac McClure's performance. Photos by Barbara Abels.

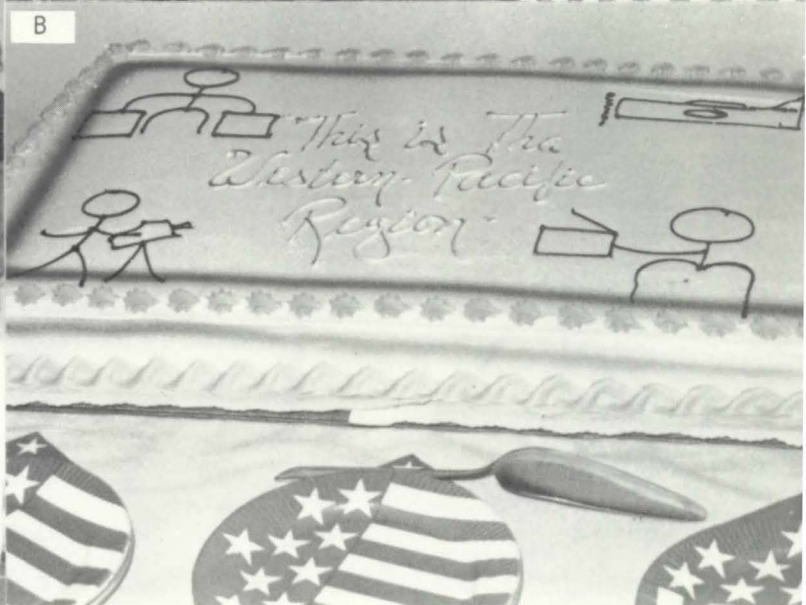
Top photo: Regional Director H. C. "Mac" McClure greets the Regional Office audience that is about to view the premier showing of "This Is The Western-Pacific Region."

Below: Cliff Elbl (right), Director of the production, about to receive a hand shake from the regional director for a "job well done!"

Premier
Showing
At
Regional
Office



A



B



C



D

The premier showing of "This Is The Western-Pacific Region" at Regional Headquarters was a grand occasion complete with an appropriately decorated cake.

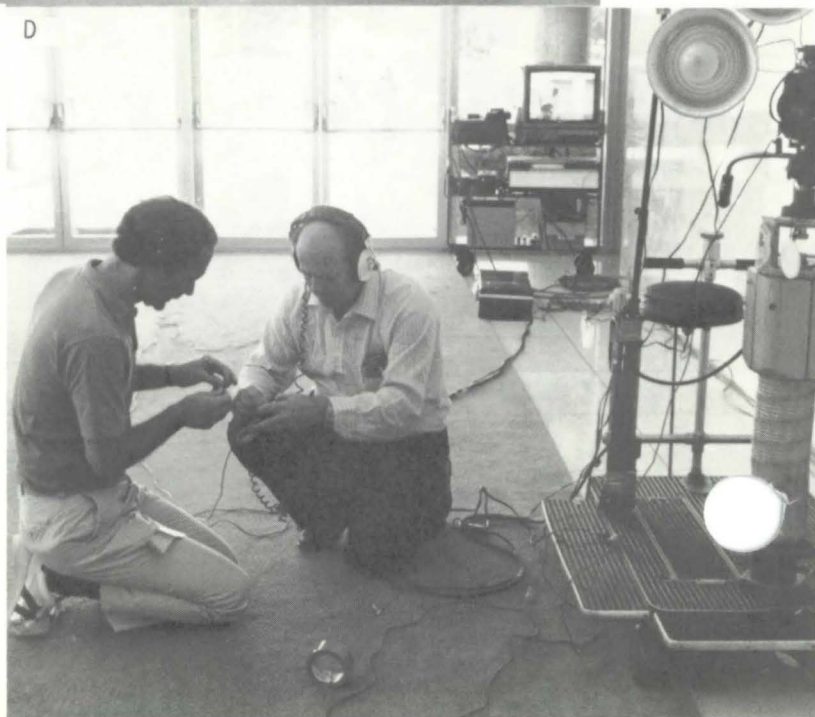
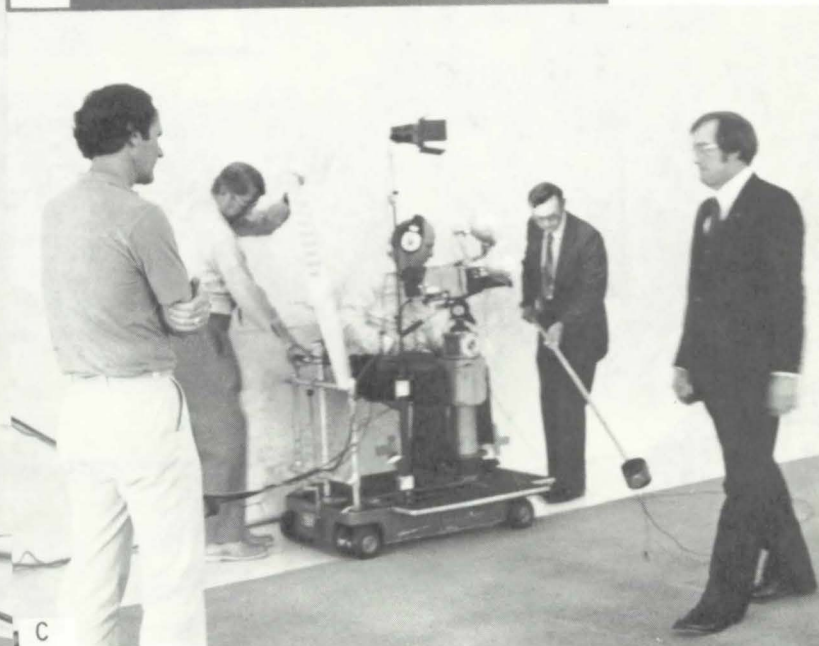
A--Jerry Perkins (left), Cameraman, and Cliff Elbl, Director.

B--As you can see, the cake was indeed appropriately decorated.

C--A portion of the standing-room only crowd that gathered for the first premier showing.

D--The triumphant threesome-- Jerry Perkins; Wayne Lynch, Manager, Regional Training Branch; and Cliff Elbl with the very first videotape of the movie.

Movie In The Making



Being a "star" in the Western-Pacific Region movie was no easy task as any "performer" could tell you. Here are samples of the team in action:
A--Final microphone adjustments on Regional Director Mac McClure are performed by Jerry Perkins.
B--Will Barickman (left) and John Dodson with the Cue Card.
C--From left--Cliff Elbl, John Dodson, Jerry Perkins, Wayne Lynch and Mac McClure.
D--Minor equipment modifications being taken care of by Cliff Elbl and Jerry Perkins.

Nominations Sought

For EEO Awards

The agency's Office of Civil Rights is once again seeking nominations for the Administrator's Award for Excellence in EEO. Employees, supervisors, managers and units may be nominated for these awards. Guidelines on how to actually submit nominations are contained in FAA Order 3450.7D, Paragraph 31. Generally, nominations should be brief, factual, objective and should identify benefits of EEO accomplishments both within and outside of the agency. Selections will be made by an independent panel chosen from the various equal employment opportunity related committees in headquarters. No attempt will be made to allocate awards by location, grade level, sex, race, service or occupation. Nominations are due in the Civil Rights Office by Nov. 1. The 1982 awards ceremony is tentatively scheduled for Jan. 29, 1983.

DON'T FORGET RETIREES

LUNCHEON GET-TOGETHER - OCT. 18

Just a reminder that an informal Retirees Luncheon will be held on Monday, Oct. 18, 11:30 a.m., at the Kings X Restaurant in Los Angeles. Choice of Sirloin Tips or Red Snapper, \$7.00, including tax and tip, payable at the luncheon. Please make reservations and entree selections by Oct. 13 by contacting Phil Guindon, 213/670-8124, or Fred Potter, 213/670-8769, 7222 Kentwood Avenue, Los Angeles, CA 90045. Let's hear from FAA and Credit Union Retirees. Restaurant is located at 6835 LaTijera in Westchester, just off the San Diego Freeway at Centinela.

FAA CIVIL RIGHTS PROGRAM AIDS HANDICAPPED TRAVELER

FAA's civil rights programs touch on many aspects of the agency's operations. A little known activity is the agency's regulatory responsibility to assure that handicapped persons can use the nation's air transportation system. It recently came to the attention of the Western-Pacific Region's Civil Rights Staff that a wheelchair user was refused a reservation by an airline because the airport terminal at his destination was not equipped to deplane wheelchair passengers. Since the airport is a recipient of FAA financial assistance it must assure that adequate assistance is provided for enplaning and deplaning of handicapped persons. The Civil Rights Staff contacted airport officials and sought their cooperation in resolving the problem informally. Airport officials discussed the matter with the airline's corporate officials. As a result, suitable arrangements were made to accommodate this and other wheelchair users at the terminal. A corporate executive of the airline personally called the gentleman to confirm his reservation on the requested flight. And now, he will be able to visit his family and friends during the coming holidays--as will thousands of others using the air transportation system.

CIVILAIR NEWS

Civilair has an opportunity to buy reserved seat season tickets for the Los Angeles Raiders home football games at Memorial Coliseum. Civilair would like to know of your interest in attending these games so that arrangements can be made to buy an adequate number of season tickets. Price per ticket ranges from \$15 to \$18. Please contact Steve Rodriguez, AWP-9, ext. 6444.

New FAA World in Mail

According to the new FAA World, the agency's electronic technicians "are leaving the FAA Academy these days schooled in a new technology and anxious to move into the 21st century." What that means is that the ETs are saying good-bye to the vacuum tube and hello to solid-state and microprocessor-controlled electronics. FAA World has the story along with a fascinating account of an inflight emergency that earned the crew one of civil aviation's highest awards and the personal congratulations of the FAA Administrator. Also featured is the Scottsdale (Arizona) GADO and an ET in New Orleans who pilots a boat for the agency instead of an airplane. Readers also will find a list of "do's and don'ts" to bear in mind during current political campaigns, as well as the regular features.

Fuel Decals Available

Look closely at the fuel filler port on the FAA Citation, N-2, and you'll see a three-by-five inch decal with a black border that says "JET FUEL ONLY." The decal was placed there personally by the Administrator to help the General Aviation Manufacturers Association kick off a campaign to reduce the number of aircraft accidents resulting from use of the wrong fuel. GAMA President Edward Stimpson said the decal project was spawned by several tragic misfueling accidents, including one that claimed the life of the Virginia Aviation Commission chairman after his piston-engined aircraft was loaded with jet fuel. In addition to the jet fuel decal, there also are stickers that say "AVGAS ONLY" and specify the grade of gasoline. GAMA is selling the decals at cost (75 cents per decal). Send check or money order to GAMA FUEL DECAL, 1025 Connecticut Ave., NW, Suite 517, Washington, D.C. 20036, and specify the kind and grade of fuel.

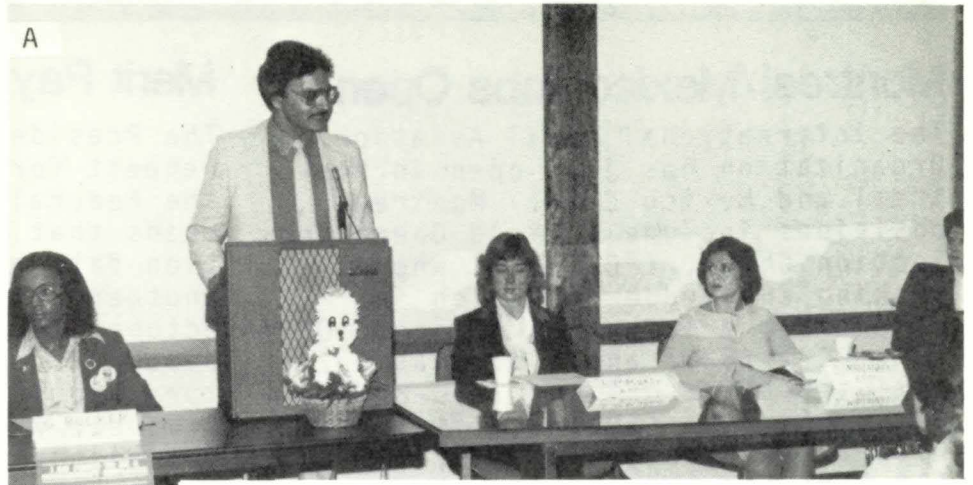
Av. Groups Support Pay Bill

Eleven national aviation organizations representing all segments of the aviation community have urged Congress to approve the pending pay bill for those who operate and maintain the ATC system. Groups representing airlines, general aviation, airports, pilot and others said in a letter to Congress that the pay package is "fair, equitable and long overdue." The letter went on to state, "The legislation recognizes the vital job performed by controllers and related air traffic control personnel and will insure that these men and women are fairly compensated for the work they do." While urging support for current legislation, the groups expressed gratitude for the "professionalism and dedication demonstrated by working controllers and other air traffic control personnel who are serving the nation with loyalty and distinction." They concluded by stating, "The promised benefits are well-deserved and should be promptly approved." The eleven groups are the Aerospace Industries Association, Air Transport Association, Aircraft Owners and Pilots Association, Air Line Pilots Association, Airport Operators Council, General Aviation Manufacturers Association, Helicopter Association International, National Aeronautics Association, National Air Transportation Association, National Business Aircraft Association and the Regional Airlines Association.

PLAN NOW FOR
ANOTHER GREAT
CIVILAIR
CHRISTMAS
PARTY...
DEC. 10



Women's
Equality
Day



The Western-Pacific Region's Federal Women's Program Committee celebrated this year's Women's Equality Day with a special program held at Regional Headquarters. "Careers and Opportunities" was the subject of a discussion led by seven panel members from various government and civilian agencies in the Los Angeles area.

A surprise and most-welcome speaker in the morning session was Leon Watkins, Director of Civil Rights, Washington, D.C., who was here on other business. Rose Ann Green, Administrative Secretary for Hughes Aircraft Company was the afternoon speaker and gave an excellent presentation on career objectives through developing self esteem.

A--Panel members, from left: Georgie Rucker, President, Federally Employed Women, Lawndale Postmaster; Joe Alvarez, Manager, Civil Rights Staff; Laurel Macurda, Air Traffic Controller, Los Angeles Tower; Mary Jane Manzanares, Personnel Staffing Specialist, Office of Personnel Management, Los Angeles; and Mary Ann Schulte, controller with Crowell Planning & Construction Company, Pasadena, Calif. Not pictured are panel members Jim Kelly, Manager, Recruitment/Placement Staff, and Dolores Hicks Brown of the U.S. Customs Service.

B--Leon Watkins (left), Director of Civil Rights, Washington, D.C., and Regional Director H. C. "Mac" McClure.

C--Marcie Thomas, Federal Women's Committee Program Chairman for "Equality Day." Photos by Barbara Abels.

Montreal/Mexico Jobs Open

The International Civil Aviation Organization has jobs open in Montreal and Mexico City. Montreal positions include a Field Operations Section Chief, (PC-16/82) where working knowledge of French is essential; a technical officer, OPS/AIR (PC-19/82); and a purchasing/administrative officer, (PC-20/82). Salary for the first job is \$48,661 with a tax-free net of \$30,776 to \$33,318; for the second, it is \$38,167 with a tax-free net of \$25,672 to \$27,612; and for the third, \$30,518 with a tax-free net of \$21,600 to \$23,104. The Mexico City opening is for an ICAO representative (Spanish), (PC-18/82). This position carries a gross salary of \$55,919 with a tax-free net of \$33,998 to \$36,939. Applications for PC-16/82 and 18/82 are due in API-19 by Oct. 19. For the other positions, applications are due by Oct. 29. Additional information about salary, duties, applications, qualifications and benefits is available in personnel offices.

NTSB Checks ATC System

The National Transportation Safety Board has begun a second indepth investigation of the air traffic control system. This is a follow up to the first investigation last fall which concluded that the system was being operated safely. Board Chairman James Burnett said the second investigation was needed to follow up on concerns expressed in the earlier report, such as controller training, proficiency, workload, stress, and certain management practices. Burnett also explained that the Board will use the same methodology as used in the earlier ATC study. Investigators plan to visit about 40 ATC facilities. Findings and recommendations of the investigators are expected to be available in early 1983.

Merit Pay Delayed

The President has approved FAA's request for continued exclusion from the Federal merit pay system. This means that the merit pay implementation date has been pushed back another year, from October 1982 to October 1983. However, the postponement does not affect the statutory requirement that supervisors complete written performance appraisals for all merit pay employees. These were due Sept. 1. Until further notice, merit pay employees will continue to receive within grade pay increases. However, the Office of Personnel Management has indicated that such increases should be terminated at the end of March 1983 to insure that the merit pay fund is fully funded for the October 1983 payout. Approval of the one-year deferral also means that merit pay employees will be eligible for quality step increases and sustained superior performance awards for accomplishments during the July 1981-June 1982 period. These had been frozen because the agency anticipated its first merit pay disbursement would be in October 1982. Additional details may be found in Notice N 3400.21 which has been distributed to all supervisors.

Another 767 Certificated

The agency has certificated a second version of the Boeing 767--this one equipped with General Electric CF6-80A engines. Northwest Mountain Region Director Charles Foster presented the type certificate to the Boeing Company on Sept. 30, just two months after performing a similar chore for the 767 equipped with the Pratt & Whitney JT9D-7R engines. Boeing has orders for 173 of the new twin-engine jets and they are split about equally between the P&W and G.E. versions.

JAY HENDERSON RETIRES

J. W. "Jay" Henderson, Airworthiness Specialist in the Flight Standards Branch, has retired after 28 years of Federal service. A retirement party was held for Jay on August 19. Jay says he is looking forward to "just taking things easy for awhile". Jay's many friends and co-workers wish him well with his future retirement plans.

Right photo: Jay Henderson (left) receives his retirement certificate from Clyde Dehart, Jr., Acting Flight Standards Division Manager. Photo by Barbara Abels.



Barney Linden (left) receives his 40-year pin from Robert Goodrich.

40 YEARS FOR BARNEY LINDEN

Byron N. "Barney" Linden, Manager of the Los Angeles Flight Inspection Field Office, was recently presented his 40-year service pin by Robert L. Goodrich, Director, Aviation Standards National Field Office, Oklahoma City, Okla. After service in the U.S. Air Force during World War II, Barney began his CAA/FAA career in 1947 as an Air Traffic Controller in the Cheyenne, Wyo. Tower. Later, this experience was expanded to Air Route Traffic Control at the Denver Center. In July of 1957, Barney transferred into FAA flight inspection work, first in Salt Lake City and then to the Western Regional Office Aircraft Management Branch. Since the inception of the FINFO/FSNFO organization, Barney has served first as Asst. Manager and then Manager of the LAX FIFO.



REMINDER

You may still have an opportunity to enroll in the Federal Employees' Group Life Insurance (FEGLI) Program or increase the coverage you already have.

HAS IT BEEN A YEAR SINCE YOU WAIVED COVERAGE?

A FEGLI Open Enrollment Period was last held in March 1981, so for most employees it is more than a year since you waived basic insurance or one of the forms of optional coverage. If it has been a year for you, you are under age 50, and you can furnish proof of medical insurability (usually a simple medical examination by your doctor), you can sign up for FEGLI or increase your existing coverage. (This applies only to Basic coverage, Option A-Standard, and Option B-Additional. It does not apply to Option C-Family). Check with your personnel office and ask for a copy of SF 2822.

HAVE YOU RECENTLY MARRIED OR HAD A CHILD?

If you have gotten married or had a child within the last 60 days, you may be eligible to increase or add to your FEGLI coverage as explained below:

. Adding to Option B-Additional coverage

- If you already have Basic coverage and are under age 36, you can enroll in Option B or increase your coverage under this option without a medical examination.
- If you are over age 36 but under 50, you can increase your Option B coverage if you already have at least some Option B coverage. Again this may be done without a medical examination.

. Enrolling in Option B

- If you do not already have Option B coverage, and you are under age 50, you can enroll if it has been a year since you last waived coverage and you furnish, at your own expense, satisfactory evidence of insurability.

. Enrolling in Option C-Family coverage

- You can enroll in Option C regardless of your age.

If you are interested, check with your personnel office and ask for SF 2817.

REMEMBER

Most of the opportunities to add coverage without a medical examination have strict time limits, so be sure to act promptly. Remember also that some of the eligibility rules can get a bit complicated, so if you have any questions, please check with your personnel office.

Airline Teleticketing Numbers

Teleticketing service is available NOW with Air California. Air California may be contacted by calling the Reservation Number, 800-432-7500. The teleticket code is SUN037.

Since there have been several changes recently with airline teleticketing numbers, please use the information below for your most current guide.

Circuite No. 644-0962

AIRLINE TELETICKETING NUMBERS

AIR CALIFORNIA	OC	800-432-7500	SUN037
AMERICAN AIRLINES	AA	935-1572	W26082
CONTINENTAL AIRLINES	CO	646-3240	LKAP
DELTA AIRLINES	DL	679-9764	
EASTERN AIRLINES	EA	800-323-7323	FEC
NORTHWEST ORIENT	NW	380-1511	7473
PAN AMERICAN	PA	670-3590 or 776-2950	
PSA	PS	776-0125 or 800-532-3750	FEC
REPUBLIC AIRLINES	RC	772-5100 or 772-5151	FEC
TEXAS INTERNATIONAL	TI	680-1150 or 800-231-0667	NADF
TWA	TW	484-2244	13253
UNITED AIRLINES	UA	647-5678	VC260820
WESTERN AIRLINES	WA	646-5630	FEC
WORLD AIRWAYS	WO	800-772-2643	

You are reminded that when making a reservation, please give the clerk the teleticket code information, the Government Transportation Request (GTR) SF-1169 number and the desired ticket date.

30 YEARS FOR FRANK KUAMOO

Maintenance Mechanic Frank Kuamoo (left) receives a 30-year service pin from Herb Williams, supervisor, Molokai Airway Facilities Sector Field Office. Congratulations, Frank!



The News in Brief

● The four percent pay raise for Federal civilian employees recommended by the President automatically goes into effect on the first day of the first pay period in October. Congress had until Sept. 30 to veto the proposal but took no action. The additional money will show up in pay checks received on or about Oct. 26. See page three for a chart of the new pay scale.

● The New England Region has presented heroism awards to two crewmen and one passenger of a commercial flight that had a cockpit fire and crash-landed on a frozen reservoir in Scituate, R.I., Feb. 21, 1982. Pilgrim Airlines Capt. Thomas N. Prinster and First Officer Lyle W. Hogg were both severely burned when they stayed at the controls of the deHavilland Twin Otter to make the emergency landing. Passenger Harry R. Polychron, an off-duty flight engineer for USAir, "took control" in the cabin, preventing panic and knocking out some windows to vent the thick black smoke. Eleven of the 12 people aboard the plane survived.

● The new president-elect of the Air Traffic Control Association is FAA's own Quentin S. Taylor, director of the Office of International Aviation and former Deputy Administrator (1977-1981). Taylor will serve as president-elect for two years, holding down a post on the ATCA Board of Directors, and then will move automatically into the top job in October 1984 for a two-year term. Other FAAers elected to two-year terms as ATCA area directors are EDWARD COUCH, an air traffic specialist in the Western-Pacific Region headquarters Air Traffic Plans and Programs Branch, and Daniel J. Hamilton, a planning officer at the Technical Center.

● FAAers who have always dreamed of owning an ermine coat for themselves or their spouse might keep an eye on the bid sheets for the next opening at the Gulkana, Alaska, flight service station. Gulkana FSS Manager Timothy Rahmn reports that ermine abound around his facility and one recently invaded the station itself. "It ran all over the FSS looking in all the corners and smelling everything," he noted. "It was just as curious about us as we were about it."

Slot Lottery Run Again

More than 200 domestic air carriers participated the slot allocation session staged by FAA and the Air Transport Association Sept. 28-29 in Washington, D.C. Of the 1,558 slots available for the December 15-Feb. 14 airline schedule period, 859 were allocated at the 21 "pacer" airports and 20 domestic enroute centers. The NFL-type selection process went without a hitch, according to the Office of Aviation Policy and Plan, which oversees the operation.



Hawaii Express Receives Operating Certificate



Hawaii Express was recently certificated as a Domestic Flag air carrier by members of the Los Angeles Air Carrier District Office. This certification put a new member into the Los Angeles to Honolulu market and generated much press and public interest. The Hawaii Express is operating an all-coach seating B-727 with 491 capacity on a daily basis from the TWA facilities. The Hawaii Express is utilizing flight crews that have been furloughed from other carriers and that have been previously qualified on the B-727, with a great number of these people coming from Braniff Airlines. Issuance of the operating certificate was a great day for all concerned...

A--Henley Saltzberg (left) and William Streetenberg (right) of Hawaii Express thank Bill Armagost, Principal Operations Inspector.

B--Stoddard Baird (left), Supervisor Operations Unit, and Bill Armagost present the operating certificate to Mike Hartley (right), president of the Hawaii Express.

C--From left--Frank Murphy; James Webb; Dave Berger; Bill Armagost; Willie Wallace; Mike Hartley, President and Chief Executive Officer of the Hawaii Express; John Elliott; Gene Haldas; and Chet Slawinski.

The Way We Were

Forty years ago this month (Oct. 1, 1942), the first U.S., jet-propelled aircraft, the Bell SP-59A, was flown at Muroc,, Calif., with Robert Stanley at the controls. The plane now is on display at the National Air and Space Museum in Washington, D.C....Thirty-five years ago (Oct. 18, 1947), CAA announced that flight recorders, registering altitude and vertical acceleration, would be required by June 20, 1948, on all U.S.-flag aircraft engaged in scheduled operations....Twenty years ago this month the Salt Lake City enroute center's new building was commissioned, and the agency completed the consolidation of the Pittsburgh and Cleveland centers at Cleveland under the center consolidation program. Also on Oct. 21, 1962, the Civil Aeromedical Research Institute's new \$8.5 million building at the Aeronautical Center was dedicated....Ten years ago (Oct. 27, 1972), President Nixon signed the Noise Control Act of 1972 into law. The law defined the respective roles of FAA and the Environmental Protection Agency (EPA) in the control of aircraft noise. EPA's role was to recommend noise standards to FAA; FAA, in turn, was to consider the EPA recommendations and determine for itself whether they were

consistent with safety, economically reasonable, and technologically practicable....Five years ago (Oct. 17, 1977), the U.S. Supreme Court upheld a lower court ruling that the Port of New York Authority had been "unreasonable and discriminatory" in its treatment of the Concorde, bringing to an end a long dispute over the Concorde's landing rights and clearing the way for scheduled Concorde service into New York.... One year ago (Oct. 2, 1981), FAA awarded two contracts to E-Systems to produce the computer systems for the agency's national network of automated flight service stations.



New Oct. 1982 Pay Scale

	1	2	3	4	5	6	7	8	9	10
GS-1	\$ 8,676	\$ 8,965	\$ 9,254	\$ 9,542	\$ 9,831	\$10,000	\$10,286	\$10,572	\$10,585	\$10,857
2	9,756	9,987	10,310	10,595	10,703	11,018	11,333	11,648	11,963	12,278
3	10,645	11,000	11,355	11,710	12,065	12,420	12,775	13,130	13,485	13,840
4	11,949	12,347	12,745	13,143	13,541	13,939	14,337	14,735	15,133	15,531
5	13,369	13,815	14,261	14,707	15,153	15,599	16,045	16,491	16,937	17,383
6	14,901	15,398	15,895	16,392	16,889	17,386	17,883	18,380	18,877	19,374
7	16,559	17,111	17,663	18,215	18,767	19,319	19,871	20,423	20,975	21,527
8	18,339	18,950	19,561	20,172	20,783	21,394	22,005	22,616	23,227	23,838
9	20,256	20,931	21,606	22,281	22,956	23,631	24,306	24,981	25,656	26,331
10	22,307	23,051	23,795	24,539	25,283	26,027	26,771	27,515	28,259	29,003
11	24,508	25,325	26,142	26,959	27,776	28,593	29,410	30,227	31,044	31,861
12	29,374	30,353	31,332	32,311	33,290	34,269	35,248	36,227	37,206	38,185
13	34,930	36,094	37,258	38,422	39,586	40,750	41,914	43,078	44,242	45,406
14	41,277	42,653	44,029	45,405	46,781	48,157	49,533	50,909	52,285	53,661
15	48,553	50,171	51,789	53,407	55,025	56,643	58,261	59,879	61,497	63,115
16	56,945	58,843	60,741	62,639	64,537	66,435	68,333	70,231	72,129	
17	66,708	68,932	71,156	73,380	75,604					
18	78,184									

NOTE: Notwithstanding the salary rates shown, the maximum rate of basic pay legally payable to employees under this schedule may not exceed the rate payable for level V of the Executive Schedule, currently \$57,500.