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FAA
Western-Pacific Region
Los Angeles, CA 90009
(213) 536-6431



U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Intercom



**Aviation Safety
Is No Accident**

COVER STORY...

The FAA Western-Pacific Region Accident Prevention Program continues to pursue the concept that the general aviation accident rate can be reduced through the combined efforts of the FAA, the aviation industry, and the general aviation public by improving the attitude, knowledge and proficiency of all pilots, and by reducing environmental hazards.

Our 13 Accident Prevention Specialists in the Western-Pacific Region conducted 450 safety seminars in the first nine months of 1982, with over 44,000 people attending. FAA-designated Accident Prevention Counselors, 850 strong, conducted over 1600 safety seminars attended by over 34,000 people. Latest figures for 1982 indicate that our Accident Prevention Specialists and Counselors conducted over 10,000 personal safety counselings and resolved over 250 potential environmental hazards. Preliminary figures indicate a 16 percent reduction in the accident rate in the Western-Pacific Region in 1982 compared to 1981 figures.

These are some of the positive indicators and are certainly encouraging; however, it is a continual challenge to reduce the accident rate. We salute these dedicated FAAers who prove every day that "SAFETY IS NO ACCIDENT!"

Cover photo: Captured on film at a recent standing-room-only safety seminar in Los Angeles are: From left--Jack Norris, Los Angeles FSDO; Paul Stebelton, Long Beach FSDO; and Accident Prevention Counselors Rod Machado and Barry Zielinski. Paul is modeling his "Emergency All-Weather Instrument Flying Helmet" which he uses in safety programs to emphasize to pilots that aircraft control is always primary. Cover photo by Barbara Abels.

ADMINISTRATOR TALKS

ON HUMAN RESOURCES

A major goal of FAA's Human Relations Program is to open up new avenues of communications and participation within the agency, the Administrator told a Washington headquarters audience on Dec. 21. "One of these avenues will be provided by the recently-hired corps of Human Resources Specialists who will help to establish lines of communication. "They have the freedom to go into any function in any place in the country, sit down and talk with our people and find out what the problems are and help the people involved solve them."

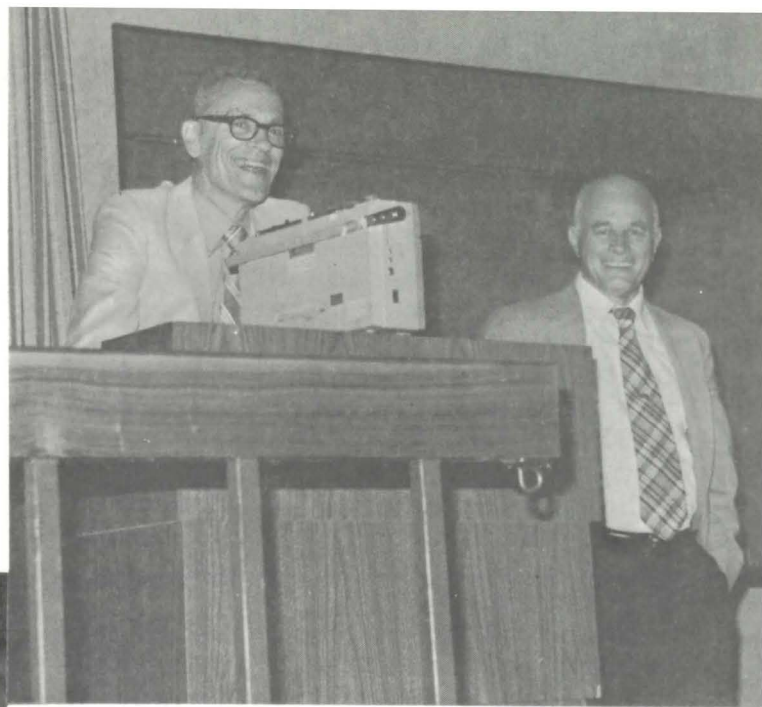
The Administrator noted that every complaint is not going to be resolved "but every employee has a right to be heard." Continuing, he said he wants to create "a new mood"--one in which all employees have the opportunity to express their ideas and have them considered and then told why those ideas can or can not be implemented.

The Administrator also had high praise for FAA employees noting that "the talent level that I've encountered from the highest level right down to the lowest level has been outstanding."

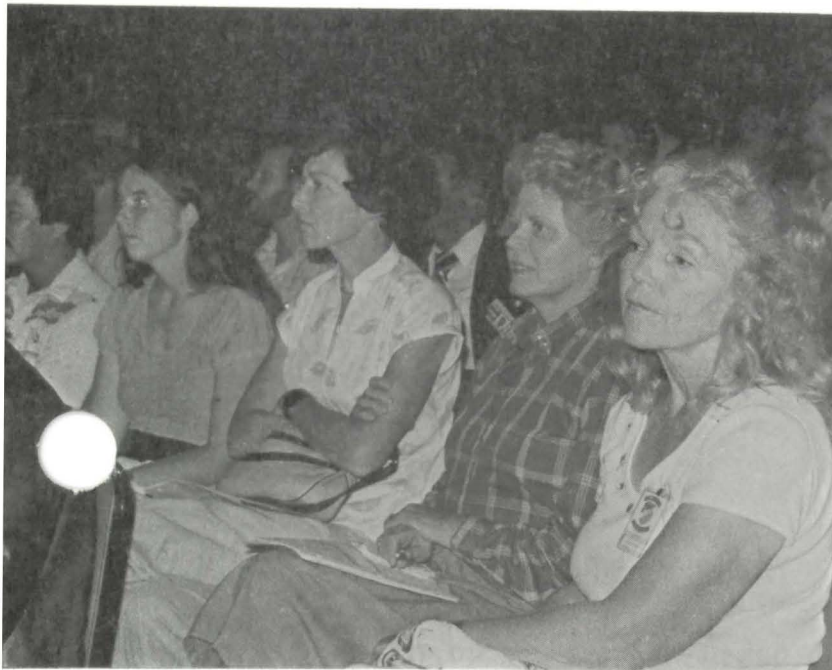
Indicating that his view of FAA has changed somewhat since taking over as the agency's chief executives, he said: "There just is no question that I was not prepared for the talent level of people that there are in government and this agency. Perhaps I'm biased but I have to believe this agency is just a mark above the rest of them."

The Administrator's address was both audio taped and video taped for distribution to all agency elements.

AVIATION
SAFETY
Is No
ACCIDENT



Above: Jack Norris (left) and Paul Stebelton, Accident Prevention Specialists at Los Angeles and Long Beach Flight Standards District Offices.



Left: FAA Safety Seminars historically bring in hundreds of interested pilots, flight instructors and FAA-designated Accident Prevention Counselors.

PATCO TRUST FUND GOES TO CREDITORS

A federal bankruptcy court has ruled that the \$4 million held in the Professional Air Traffic Controllers Organization (PATCO) trust fund belongs to the organization's creditors and not former PATCO members. Judge Roger M. Whelan wrote that a trust fund is "void and of no effect" when the purpose of it is to defeat a public policy or where it's prohibited by law. The decision came in a suit filed by the Air Transport Association.

PAYROLL TEAM APPOINTED

Employees who may have had problems with their pay can now be assured that something is being done about the situation. At the request of the Administrator as another facet of his human relations program, a special Payroll Study Team has been appointed and is studying ways to improve the flow of information between personnel and payroll organizations. The three-member team is made up of analysts from the Office of Accounting, the Office of Personnel and Training and the Office of Management Systems.

FAA BUDGET PASSES WITH FLYING COLORS

DOT/FAA emerged from the recent "lame duck" session of Congress in better shape than most of its counterparts in the executive branch of government. The agency now has an approved Fiscal Year 1983 budget, signed by the President, whereas the majority of the other agencies will be funded under the provisions of a stopgap measure known as a Continuing Resolution.

Among other things, the FY '83 budget includes a big increase--more than \$400 million in facilities and equipment (F&E) which will permit the agency to proceed with the implementation of the National Airspace System Plan.

The Administrator told a Washington headquarters audience on Dec. 21 that he considers it a "good budget" but indicated that problems could result if the agency has to absorb recent pay increases without a supplemental appropriations.

The total budget exceeds \$3.3 billion, and this does not include the money authorized for the Airport/Airway Improvement Program (AIP). As usual the largest item is Operations which, at \$2.5 billion, is some \$300 million more than the FY 1982 total. Other major items include F&E at \$625 million, and R&D at \$103 million. The agency also is authorized to allocate \$600 million in AIP funds during the year.



LIMA JOB OPEN

The International Civil Aviation Organization (ICAO) has a two-year job opening for an air transport officer in Lima, Peru. Gross salary is \$30,518, and the tax-free net is \$21,600 to \$23,104. Applications are due in API-19 by January 7.

A GATHERING OF THE PROUD

All previous Air Traffic employees (removed controllers excluded) of the Chicago Midway Air Traffic Control Tower are invited to an informal reunion on Saturday, February 19, 1983, at 7 p.m., at Santucci's Restaurant & Lounge, 6211 Cicero Ave., Chicago, Ill. For planning purposes, please RSVP by February 5, to J.S. "Moose" Rood, FAA/ATCT, 6th Floor, 5700 S. Cicero Ave., Chicago Ill. 60638 -- or phone 312- 767-7021. Local lodging is available at government rates. Note: the reunion is being held on a three-day weekend.

THANK YOU FAA FRIENDS

On behalf of the Bill Krieger family, we wish to thank our many FAA friends who sent their condolences and prayers in our behalf on the loss of our son Charles who died five days following his 29th birthday on November 13. Please understand that our grief at this time precludes our sending greeting cards this holiday season. God bless you all for your thoughtfulness and may you have a rewarding holiday season. Thank you again from the Bill Krieger family.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and black and white photographs should be sent to Barbara Abels, Editor, AWP-5, 213/536-6431 or FTS 966-6431.

NEWSPAPERS MAY RECOGNIZE EMPLOYEE ACHIEVEMENTS

We think it goes without saying that the Western-Pacific Region is extremely proud of its employees' achievements and we try in every way possible to recognize these employees and give INTERCOM publicity wherever possible. But, it's not enough that we know how great our people are, we want "outsiders" to know too.

So...in the future, when an employee receives a special award, such as an Outstanding rating, Special Achievement, etc., the

manager may be issuing a "hometown" news release to the employee's local newspaper. The Fresno FSS manager has already issued such a release (see below) for Terry Lankford.

All managers are reminded to send one copy of each release issued, along with the names of the newspapers receiving it, to the Public Affairs Officer, AWP-5. For further information and additional news release forms, please contact Barbara Abels, ext. 6431.



U.S. Department of
Transportation

News

Federal Aviation Administration
Flight Service Station
5055 East Anderson, Suite 1
Fresno, California 93727

83-1

PRESS RELEASE

December 15, 1982

FOR FURTHER INFORMATION CALL:

FAA HONORS

KENNETH MAYS, 209-487-5297

LOCAL RESIDENT

Terry T. Lankford of Clovis, CA, an air traffic control specialist at the Federal Aviation Administration Flight Service Station, Fresno Air Terminal, CA, has been given the agency's award for Superior Achievement for his outstanding performance during the period September 1981 to September 1982.

In presenting the award to Mr. Lankford, Richard Flores, Area Supervisor at the FAT FSS, described how he provided outstanding pilot briefing services to the aviation public. His dedication to duty reflects the highest credit on him and the agency he represents.

Mr. Lankford, who is a pilot, has been employed by the Federal Aviation Administration since 1974. He is also a volunteer Accident Prevention counselor for the FAA's Accident Prevention Program.

FAA flight service stations aid pilots in planning their flights, provide weather information, provide emergency services to aircraft in flight and assist in search and rescue operations.

The above release was forwarded to: City Editor, THE FRESNO BEE, 1626 E St.
Fresno, CA 93706.
City Editor, THE CLOVIS INDEPENDENT &
TRIBUNE, 1321 Railroad Ave., Clovis 93612.

RETIREE LUNCHEON JANUARY 17, 1983

Retirees' luncheon will be held Monday, January 17, 1983, 11:30 a.m. at the Kings X Restaurant. Choice of Ham or Red Snapper, \$7.00, including tax and tip, payable at the luncheon. Please make reservations and entree selections by January 13 by contacting Phil Guindon, (213) 670-8769, 7222 Kentwood Ave., Los Angeles, CA 90045. Restaurant is located at 6835 La Tijera just off the San Diego Freeway at Centinela.

AIRPORT MANAGEMENT COURSE OFFERED.

The California Association of Airport Executives in conjunction with the University of California has announced the twenty-third Annual Airport Management Short Course to be held January 11-14, 1983, at the Asilomar Conference Grounds, Pacific Grove, California.

Speakers include Mary Lou Cunningham, Los Angeles Airport Commissioner; James Greabner, Director of Transportation, Santa Clara County; Mac McClure, Director, Western-Pacific Region, FAA; Mark Mispagel, Chief, California Division of Aeronautics, and Ralph Tonseth, Director of Airports, City of Fresno.

This year's theme is "Conflict Resolution," and the topics are carefully selected.

The course is designed not only for airport managers but also, for private airport owners, airport commissioners, members of airport advisory boards, city and county managers, state, county and city engineers and planners, fiscal control officers, airport and land use consultants, airlines property personnel and any other interested party.

Attendees at the course receive college credit units from the University of California.

ANM MOVE WINS AWARD

The consolidation of the Northwest and Rocky Mountain Regions-- with all the shifting of people and furniture and equipment-- didn't just happen.

There were dozens and dozens of people working behind the scenes to make sure the move went smoothly.

And now the agency has recognized that achievement by presenting a Logistics Honorary Award to the Logistics Division of the new Northwest Mountain Region for "outstanding dedication and service" in handling the consolidation.

The justification for the award noted that the consolidation "created monumental tasks in obtaining work space for additional employees, furnishing assistance and support for employees requiring PCS (permanent change of station) moves, and relocating nearly 300 employees to the new Regional Headquarters." Then there was all the furniture and equipment that had to be redistributed, telephones that had to be switched and that's not the half of it.

RETIREMENT DINNER FOR JAMES BROWN

James L. Brown, the Exhausted Rooster of Lindbergh Tower, retired to the "Back Forty" on December 30th. Presently an Area Supervisor, his distinguished career spans some 38 years of government service. A farewell dinner in his honor will convene at the Reuben E. Lee "Sternwheeler" Harbor Island, San Diego, on January 10th, at 7 p.m. The cost is \$17.25 per person. Those wishing to join in the fun may contact Scott Davies at Lindbergh Tower on or before January 5, 1983.

SPEAKING UP FOR FAA

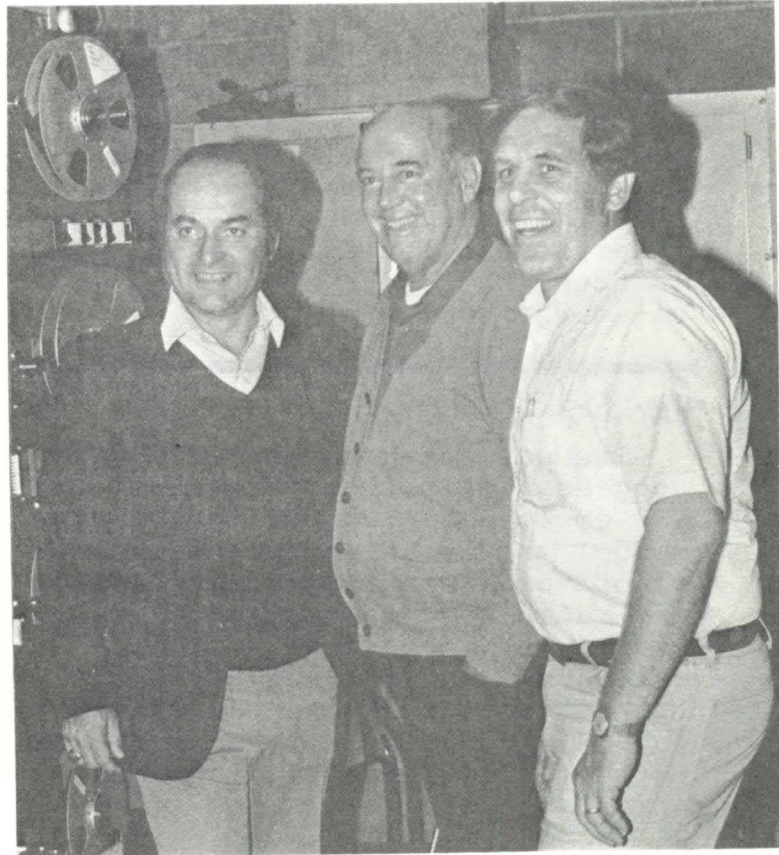
When Sacramento Bee writer Herb Michelson used a Wall Street Journal article as the source for a negative column on the ATC rebuilding effort, he heard about it quickly from the staff of the nearby McClellan radar approach control facility (RAPCON). Six controllers subsequently met with Michelson and pretty much turned him around. To his credit, Michelson did a series of three columns that quoted the controllers at the length and the bottom line was: "It's much better here now than before the strike." FAA's Public Affairs Office in the Western-Pacific Region subsequently circulated the series of articles, noting that "the obvious changes in the article are due to persistent, positive input at the local level. This attitude could well be emulated in other areas."

CIVIL AIR PATROL WORKING ON HISTORY OF CALIFORNIA WING

The California Civil Air Patrol Public Affairs Office is seeking information about California CAP during the 1940's, '50s and '60s. So many FAAers are and have been members of the U.S. Air Force Civilian Auxiliary, the CAP is seeking our help. They need photos (with identification attached), written personal reminiscences, books, manuals, pamphlets, or any publication about the early days of the Civil Air Patrol. If you know someone who was in CAP during that time, send an audio cassette of a taped interview and you will receive a replacement tape. All of this material will be combined to create a "History of the Civil Air Patrol California Wing" for use at all levels. Please send all material to: Lt. Col. Edward Crankshaw, CAP, P.O. Box 1158, Seaside, CA 93955.

A PROUD DAY FOR JIMMY WILKINSON

Jimmy Wilkinson (right), an Electronics Technician at the Sacramento Metropolitan Sector Field Office, was recently presented with a Letter of Appreciation from the Manager of the Airway Facilities Division, which included a cash award of \$1,109 for the adoption of his suggestion. Jimmy came up with a method to eliminate the lamp failures in the signal data converter of the Tasker 400 RVR equipment. Bob Lamora (left), Manager of the Sacramento Airway Facilities Sector, presented the award to Jimmy at a recent luncheon. Jim Lane (middle), Sacramento Metropolitan AF Sector Field Office Manager, was on hand to congratulate Jimmy for this outstanding achievement. Photo by Henry E. Bertuleit, Jr.



THE NEWS IN BRIEF

- Captain Henry A. "Hank" Duffy, the newly elected president of the Air Line Pilots Association, recently received an informal briefing at FAA headquarters in preparation for taking over the nation's largest pilot union. After a luncheon with Deputy Administrator Mike Fenello, Duffy was briefed by key Aviation Standards officials, including Associate Administrator Walter Luffsey; Aviation Safety Office director William L. Fromme, and Federal Air Surgeon H.L. Reighard. Discussed at the briefing were programs selected by Duffy. They included ATC modernization, the new computerized enforcement information system and medical issues.
- The agency has adopted a new regulation that will allow flight attendants a bit more freedom when their aircraft is on the ground at intermediate stops. Current rules specify that all required flight attendants must remain on the aircraft at these stops when passengers are on board. This will change Jan. 16. to allow up to one half of them to leave the aircraft to perform related duties such as helping elderly or handicapped passengers aboard, accompany minors or coordinate with ground crews. Under these circumstances, however, at least one floor level exit must remain open to speed passenger evacuation in an emergency.
- FAAers who reach out and touch someone from their Oklahoma City motel room, could be in for a surprise when they get the bill. Some Oklahoma City area motels are now assessing a 25% to 40% service charge on long distance telephone calls made from their rooms. FAAers staying in Oklahoma City should check with motel desk clerks concerning service charges prior to making long distance calls.
- Bernard A. Geier, the General Aviation and Commercial Division Manager in Flight Operations, has been cited by the International Council of Air Shows for "his outstanding contributions to the air show industry and aviation." The council's annual Award for Excellence was presented to Geier Dec. 4 at the CIAS convention in Orlando, Florida.
- The agency has extended the public comment period on its regulations by objective (RBO) proposal until May 20, 1983. The extension will allow the public and aviation industry more time to study the proposal and submit meaningful comments. It also will permit the agency to develop advisory circulars detailing acceptable methods of complying with the RBO system.
- With the ink hardly dry on the new ultralight rules, the Aircraft Owners and Pilots Association (AOPA) already has asked for an exemption to permit two-place ultralight aircraft to be used for flight instruction. Currently, these two seaters must be certificated as "experimental" aircraft and cannot be used for dual instruction or other commercial purposes. AOPA's two-place ultralights must be placarded as follows "To Be Used for Instruction Only."

PAY CAP LIFTED

The pay cap has been lifted by Congress for both top level GS and SES employees. The office of Personnel and Training has not received official confirmation of actual pay rates, but tentative rates are available. According to these estimates, the SES cap has been lifted to \$67,200 and the GS cap to \$63,800. Also not yet confirmed is the effective date of the pay hikes.

SUMMARY OF CHANGES MADE IN THE RETIREMENT SYSTEM SINCE 1981

1981 Legislation

1. COLAs (annuity cost-of-living adjustments) were changed from two a year to one a year.
2. The so-called "Look-back" provision was repealed. This provision permitted a retiring employee to receive annuity computed as if he or she had retired in time to receive the most recent COLA.

1982 Legislation

3. COLAs, instead of being effective on March 1 of each year, will be effective April 1, 1983, May 1, 1984, and June 1, 1985.
4. COLAs for annuitants under age 62 (except disability and survivor annuitants) will be one-half the CPI change up to the assumed inflation rate (6.6% for 1983, 7.2% for 1984, and 6.6% for 1985), plus any CPI change above the assumed inflation rate.
5. Salaries for military retirees (except service-connected disability) who are now civilian employees will be reduced by the dollar amount of COLA increases in retired pay for 1983, 1984, and 1985.
6. The period for determining restored earning capacity is changed from two years to one year, and the period of annuity payment for disability annuitants is changed from one year to six months after earning capacity is restored.
7. National Guard technicians who are physically unfit for continued service in the National Guard will be eligible for Civil Service disability retirement unless they decline an offer of a job for which they are qualified, at the same grade and in the same commuting area.
8. The rate of interest charged after December 31, 1984 on redeposits of refunds made after October 1, 1982, and on deposits for non-deduction service performed after October 1, 1982, is changed from the current 3% a year to a rate equal to the average yield on new Retirement Fund investments made during the preceding calendar year.
9. The interest rate paid on voluntary contributions after December 31, 1984 is changed from 3% to the rate used for redeposits of refunds and deposits for nondeduction service.
10. Retirement credit for nondeduction civilian service performed at any time after September 30, 1982 will not be allowed unless a deposit equal to retirement deductions plus interest is made.
11. A refund of retirement deductions will be payable only if the employee is separated from the service for more than 30 consecutive days.
12. Monthly annuity rates will be rounded down to the next lower dollar.
13. Annuities, except those based on disability or involuntary separation, will begin the first day of the month after retirement.
14. The "Catch 62" provisions are revised. (continued on next page)



RETIREMENT SYSTEM CHANGES (CONTINUED FROM PAGE 9)

- a. Individuals who have retired from Federal service and have post-1956 military service do not have the option of making a deposit for such service. These individuals will no longer have their annuities recomputed at age 62 to eliminate credit for such military service. Instead, their annuities will be reduced at age 62 by an amount equal to a fraction of their Social Security benefit. This amount will then be computed by dividing their total military wages that were subject to Social Security deductions, by their total lifetime wages, (including military wages) that were subject to Social Security deductions. This reduction cannot be greater than the reductions previously required by eliminating credit for post-1956 military service. Annuitants who have already reached age 62, and thus already had their annuities recomputed, will be contacted by OPM and have their annuities redetermined. Survivor annuitants will also have their annuities redetermined.
 - b. When present annuitants reach age 62, they will continue to receive credit for military service after 1956, but their annuities will be reduced by the amount of Social Security benefit attributable to the military service.
 - c. An individual entering civilian service on or after October 1, 1982, will get retirement credit for military service only if he or she makes a deposit equal to retirement deduction for the military pay, with interest if payment is delayed more than two years.
 - d. An individual in the civilian service before October 1, 1982 may elect to make a deposit to cover the military service, or elect to have annuity determined under the old "Catch 62" provisions. Military service for which deposit is made will be credited for both Social Security and Civil Service retirement benefits.
15. Immediate annuity based on involuntary separation will not be payable to an individual who declines an offer of a position in the same commuting area which is not more than two grades lower than the employee's grade.
 16. Immediate annuity based on voluntary separation during an agency reorganization, reduction in force, or transfer of function will be permitted only if the Office of Personnel Management determines that the agency situation is major and will result in separation or reduction in basic pay for a significant percent of employees.
 17. A cost-of-living annuity adjustment may not increase an annuity to an amount greater than the maximum pay of a GS-15, or, if greater, the pay of the employee at retirement increased by the total percentage of General Schedule wage increases since the employee retired.
 18. The pay of all General Schedule employees is reduced for fiscal years 1984 and 1985 by the equivalent of 7 hours of pay. This is accomplished by dividing the annual rate of pay by 2087 (instead of the present 2080) to determine the hourly rate of pay.
 19. If the President recommends a General Schedule pay increase of less than 4 percent for fiscal year 1983, and either House or Congress disapproves, the pay raise will be 4 percent.
 20. Medicare tax will be collected from Federal and Postal employees beginning January 1, 1983. The rate will be 1.3% for wages of up to \$35,700, with both tax rate and wage ceiling going up in future years.

MEDICARE INFORMATION FOR ALL EMPLOYEES



Federal employees begin earning quarters of coverage for Medicare eligibility January 1, 1983 though the Tax Equity and Fiscal Responsibility Act of 1982 signed into law by the President. Employees will pay 1.3 percent of their annual salaries up to a maximum of \$35,700 in 1983, which will eventually entitle them to Medicare Part A hospital insurance coverage if certain requirements are met.

Federal employees will pay only the 1.3 percent Medicare portion of the Social Security tax. They will not be eligible for other Social Security benefits unless they have coverage for non-federal work.

Medicare Part A insures inpatient care in hospitals and skilled nursing facilities and home health services. Employees who become entitled to Part A may enroll in Medicare Part B Supplementary Medical Insurance by paying a monthly premium after age 65. Medicare Part B insures physician's services, outpatient hospital and physical therapy and other medical supplies and services.

The 1.3 percent deduction from salaries will be made on biweekly gross pay. For example, a biweekly gross pay of \$459.58 would have \$5.97 deducted for Medicare Part A.

Quarters of employment under Social Security from non-federal employment will combine with the newly covered federal employment towards the required quarters of coverage for Medicare purposes only. However, the other requirements for Medicare such as age 65, disability, or end stage renal disease, must be met.

Any individual who is an employee of the federal government at any time during January 1983 and who was employed by the federal government prior to 1983 will receive deemed federal quarters of coverage for their service prior to January 1983. So, employees who have reached age 65 and who have federal service before and during January 1983 may be immediately eligible for Medicare. Both earned and deemed federal quarters of coverage may be combined with social security quarters of coverage to establish an employee's eligibility for Medicare.

An employee's family members who would have been entitled to monthly social security benefits on the federal employee's account if the federal quarters of coverage were all social security quarters of coverage will also have Medicare if they meet the law's other requirements. These are: a spouse age 65 or with end stage renal disease; a disabled adult child or child with end stage renal disease; a dependant parent at age 65; or an age 65 divorced spouse, or an age 65 or disabled requirement.

Family members of employees who are eligible for Medicare based on deemed federal quarters of coverage will also have Medicare if they meet the law's other requirements, but only if the federal employee has applied for Medicare and an award has been, or is being made. (Continued on next page.)

MEDICARE INFORMATION (CONTINUED FROM PAGE 11)

Employees who are already qualified through social security covered employment, or through a family relationship with a worker who is qualified, do not need and will not have federal quarters of coverage developed for Medicare purposes. However, such employees will still pay the 1.3 percent tax on their earnings, up to the maximum amount.

Federal employees who have resigned or retired prior to January 1, 1983 and who are not employed by the federal government at any time during January 1983 will not receive deemed quarters of coverage for their prior federal service. Employees may get further information and counselling from their personnel staffing specialists.

In the near future, employees will receive a pamphlet further explaining Medicare for federal employees and their family members. Additionally, more detailed information is being provided to all agencies' personnel offices and to SSA field offices.

COMM CENTERS TEAM UP TO PLAY "SANTA"

'Twas the night before Christmas and the Western-Pacific Regional Comm Center was quiet as a mouse until it received a distress call from a concerned employee whose daughter, enroute from the east, was low on funds and about to be stranded in a strange city with two young children. Due to a mix-up in travel fund arrangements, the daughter had been unable to fly to Los Angeles and had decided to take a bus to meet flight schedules at Oklahoma City. She was traveling with her 1-year-old and 3-year-old and funds had dwindled to a mere 10 dollars.

Ed Holbert was on duty at the Western-Pacific Region Comm Center and, after a few phone calls, determined that the young mother would arrive in Oklahoma City at 3 a.m. Christmas morning trying to make that airline flight to LAX. A quick call to Frank Horne, Oklahoma City Duty Officer, and a happy ending to this story was assured. Frank told Ed that he got off duty at Midnight and he and his wife would follow through and see that the mother and her children made their airline connection. By noon on Christmas Day, the family was reunited in Los Angeles. Hats off to Frank Horne and Ed Holbert for playing Santa Claus and displaying the real meaning of human relations.

ATC CHECKS STEPPED UP

The Administrator recently told the NTSB that he has directed the agency to step up its program of inspection and surveillance of the air traffic control system.

The Administrator described the program in a letter to Jim Burnett, Chairman of the National Transportation Safety Board, which earlier had issued recommendations concerning training procedures for newly trained and certified controller.

In his letter to Burnett, the Administrator said he was pleased to note that the NTSB "discovered no procedures used by our new controllers that were unsafe." He also said this confirmed earlier findings by other investigative bodies that the airways today are as safe-- or safer-- than prior to the illegal strike of Aug. 3, 1981.

"However, I concur with the NTSB recommendations reflecting a continuing need for vigilance, and even extra caution during the period of gaining indepth experience by the new controllers. Such a period would extend at least through December of 1984, and in some cases, could extend up to two years longer."

The Administrator also pledged his continued involvement in these extensive safety checks of the system, and directed "the active participation of our most senior and qualified executive officials in this effort."