



US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



OLYMPICS SECURITY

Cover Story

While the 1984 Olympiad was commonly referred to as the Los Angeles Olympics, as far as the Civil Aviation Security Division was concerned, the Olympics were truly an international effort. Civil Aviation Security (CAS) personnel were called upon from all regions to staff operations in the Los Angeles area, as well as other sites worldwide.

The Olympics Security Service (OSS), which originated through Special Federal Aviation Regulation 46, began operations near the FSS facility at the LAX hangar on July 8, and continued with a 24-hour operation until about a week after the Olympic closing ceremonies. The OSS was staffed by CAS personnel to provide a point of contact between the FAA and aviation-related Olympic elements in order to gather and report information pertinent to the games and aviation safety/security.

Civil Aviation Security Inspectors (CASIs) also provided 24-hour representation at the Olympic Air Support Headquarters (OASHQ), located in downtown Los Angeles. OASHQ consisted of many law enforcement entities concerned with Olympic activities relating to aviation; for example, the enforcement of restricted airspace over Olympic Villages and venue sites. Close coordination between the OSS and FAA representatives at OASHQ was a necessity during the Olympic period.

The Los Angeles Communications Center (LAX CC) was another multi-agency law enforcement group established for intelligence sharing during the Olympics. Located at Los Angeles International Airport, the LAX CC was operational around the clock from July 16 to Aug. 18. The FAA personnel on duty there had direct access to information specific to LAX as it became available.

Outside of the immediate Los Angeles area, CAS personnel were stationed at Ontario International Airport and Santa Barbara Airport during the Olympic period to provide firsthand assistance should increased traffic or security threats affect aviation safety.

In addition, the Honolulu and San Francisco Civil Aviation Security Field Offices increased office hours to 24-hour coverage since their respective airports serve as major port of entry airports for international flights. San Francisco also hosted Olympic soccer competition at Stanford University, where FAA CASIs joined other law enforcement elements in a command post for direct monitoring of the events.

For international coverage of developments which could impact aviation, five CAS representatives were detailed to five key sites in Europe. Their input was in addition to the FAA communication network in place on the West Coast, and was coordinated through permanent CASIs assigned to Brussels, Belgium.

Federal Air Marshal teams were in place at Los Angeles, San Francisco, Honolulu, Miami and New York during the Olympic period had their assistance been necessary. Further, a plan was designed by CAS personnel to increase protection for key FAA facilities from terrorist activities or other incidents which could interrupt air traffic and other FAA functions.

The Civil Aviation Security effort began over a year ago with advance planning by the CAS Regional staff and LAX CASFO personnel. The culmination of the effort resulted in temporary duty personnel, local regional, and CASFO employees working extended hours for the entire Olympic period in furtherance of SFAR 46 and the basic FAA mission of aviation safety.

More Olympics Security



Above Top photo: From left—Bob Ebel, AEA-720; Jay Adsen, Manager, Civil Aviation Security Division; and Bennie Rhodes, Detroit CASFO, stand by their helicopter.

Above left: Tim Linehan, LAX CASFO, Manager of the Olympics Security Service.

Above right: Candace Ducharme, LAX CASFO, and Charles "Mac" McCusker, San Francisco CASFO, wait for helicopter transportation.

COVER PHOTOS: Top—Milton Ferris (left), Manager, LAX CASFO, updates the situation board at the OSS. At the right, Charles "Mac" McCusker points out a venue site. Below—Richard Boyle (left), LAX CASFO, logs in information in the OSS. At the right, Candace Ducharme, LAX CASFO, prepares to take a helicopter ride to an outlying airport.

All photos by Karl Edgenton.

More Olympics



Top photo: From left--"Mac" McCusker, SFO CASFO; Kathy Morris, Atlanta CASFO; and Lynne Osmus, LAX CASFO, await their assignments at the Olympics Security Service.

Middle: Lyle Erickson (left), AWP-710, and Minoru Takimoto, LAX CASFO, holding down the fort at the LAX Communications Center.

Left: Karl Edgenton, LAX CASFO, proves in the OSS that sometimes one phone is just not enough.

FAAers Honored With Awards

A flight service station specialist who gave his life during a heroic and successful rescue attempt last April 28 is among 27 FAA employees who were honored by Transportation Secretary Dole during DOT's Seventeenth Annual Awards Ceremony on September 12.

Griffin W. Holtzclaw of the Dothan, Ala., FSS will be cited with the Medal for Valor for his part in the rescue of two young girls from the surf in Panama City, Fla. He already had rescued one swimmer when he went back for the second and was himself overcome. The second girl subsequently was rescued by an unknown swimmer who also brought Holtzclaw to a raft but was unable to revive him.

Also receiving the Medal for Valor will be Lt. Gary Brown of the Dulles Airport Aircraft Rescue and Firefighting Company. He repeatedly entered a burning, smoke-filled building in Herndon, Va., and carried out three disabled victims. He was off duty at the time.

Ten FAAers will get the DOT's Silver Medal. They include: Kenneth S. Hunt, Director of the Office of Flight Operations, for exemplary performance in managing FAA's flight operation safety programs; P. Barry Bermingham, National Air Transportation System Inspection Program Coordinator, for outstanding leadership in completing the NATI Program; Ernest M. Keeling, Director of the Office of Accounting, for leadership in implementing major improvements to the accounting and payroll systems; Lowell H. Johnson, Manager, of the Airport's Grants-in-Aid Division, for exemplary performance of duties; and Estelle Lauletta, Employee Development Specialist in the Great Lakes Region, for promoting human relations goals.

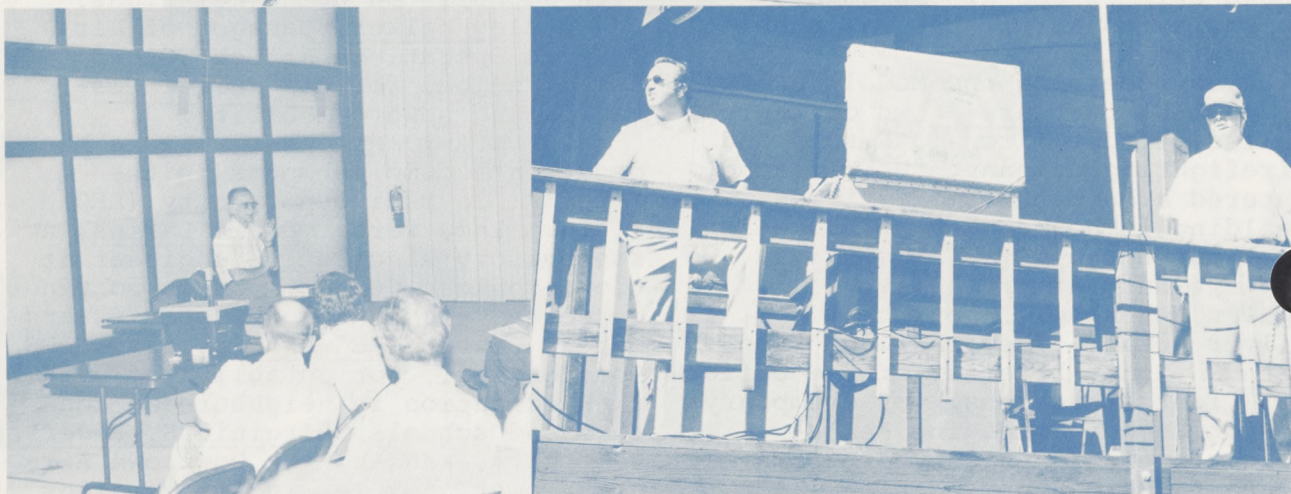
Other Silver Medal winners are: Dale McDaniel, Acting Deputy Associate Administrator for Policy and International Aviation for outstanding accomplishments; Carl E. Fundeen, Sector Manager, King Salmon AFS, for outstanding leadership; Andres G. Zellweger, Manager of the Automation Office's System Engineering Division, for planning and development of advanced automations programs; Lloyd E. Pinkley, electronic technician, St. Louis, AFS, for exemplary accomplishments in the development of navigation/communication systems; Richard L. Failor, Air Traffic Manager in the Southwest Region, for exceptional leadership with emphasis on human relations; and Wesley Walker, Manager of Air Traffic Operations Branch, Great Lakes Region, for his role in establishing upward mobility.

Four other employees will be honored for accomplishments in the Equal Employment Opportunity (EEO) field. They were: David Lakins, a supervisory electronics engineer at the Technical Center, for supporting career advancement for Hispanics and women; Lawrence Edward Perkins, EPDS, Houston ATCT, for establishing aviation education in neighborhood centers and schools; Virginia S. Rogers, secretary, Kansas City Downtown Airport Tower, for leading the regions Federal Women's Program Committee; and Joseph Rubino, Manager of the Administrative Division of the Technical Center, for his efforts in the center's EEO program.

Also honored for outstanding achievement and contributions in all areas were Evelyn A. Mosquera, AWP; Kathryn M. Clay, ASO; Bessie M. Waiters, ARP; Rita A. Lutz, AFO; Pamela J. Trebbe, AGC; James A. Hicks, Jr., Susan J. Russo, ALG; Carol Ann Strong, APO; Madeline S. Taylor, APM; and Martha F. Thomas, AWP.

CONGRATULATIONS

Mountain Flying Safety Seminar



Top photo: Some of the aircraft and vehicles that came to the 2nd Annual Mountain Flying Safety Seminar at Truckee/Tahoe Airport.

Left: Regional Flight Surgeon, Dr. U. A. Sexton, discusses medical facts with the attendees.

Right: Operating the Truckee Tower are Larry Martin (left) from Reno Tower, and Jerry Perkins from South Lake Tahoe Tower.

The Second Annual Mountain Flying Safety Seminar was presented at Truckee/Tahoe Airport, Truckee, Calif., with over 1,000 pilots attending the three-day seminar.

The following guest speakers participated in the seminar: Dr. U. A. Sexton, AWP-300; T/Sgt. W. J. Preble, Team Leader for the McClellan AFB Para Rescue Team; William L. Skliar, Col, USAFR, Sierra Nevada Soaring, Inc.; Lt. Ken Sharpe, Air Traffic Control Officer, Fallon NAS; ACL Dennis McLaughlin, Fallon Air Traffic Control Manager, Airspace Management Center; LCDR Norm Hicks, Search and Rescue Coordinator, Fallon NAS; Larry Martin, SATCS, Reno Tower; Jerry Perkins, ATCS, So. Lake Tahoe Tower; Jim Fischer, Aviation Forecaster, Reno NWS; Mac Hester, Area Sup, Reno FSS; Jerry

At Truckee/Tahoe Airport



Top left: Carl Borchers, Reno Accident Prevention Specialist (in front of the group of pilots) at a flight demonstration at the seminar.

Below: T/Sgt. W. J. Preble (left), Team Leader, McClellan AFB Para Rescue Team, and LCDR Norm Hicks, Search and Rescue Coordinator, Naval Air Station at Fallon.

Bowers, Reno FSS specialist; Joe Brownlee, pilot/flight test engineer, Lear Fan, Reno/Stead Airport; Carl Borchers, Reno FSDO APS; and Bill Post, pilot examiner, accident prevention counselor, Exec. Aero Systems.

Subjects presented at the seminar included mountain flying techniques, mountain lift—friend or foe, stalling for safety—everything you always wanted to know about stalls, aircraft performance vs density altitude, weight and balance—proper loading of aircraft, medical factors for pilots, mid-air collision avoidance, mountain weather forecasting—planning of routes, mountain and desert survival training, interface with military operations—Fallon Naval operating area, and aircraft oxygen systems.

It was great weather...a great turn out ... and a great seminar!

President Announces 3.5 Percent Pay Hike

President Reagan has endorsed a three and a half percent pay raise for Federal GS employees and military personnel to become effective Jan. 1, 1985. On the average, the increase will mean a raise of about \$20 a week.

The increase is automatic unless Congress overrules it and votes a larger raise. That is generally considered unlikely for civilian employees. However, legislation to increase military salaries is a possibility.

Under the new scales (see the pay table on page 3) the lowest white collar starting salary is \$9,339 a year and the top at grade 18 is \$68,700. The salary for members of the Senior Executive Service now range from \$61,296 to \$72,300.

Agencies Adopt Common Child Seat Standard

The FAA and the National Highway Traffic Safety Administration (NHTSA) have joined forces to establish a single standard for child safety seats. At present, NHTSA certified child seats are barred from use on airplanes unless they have special FAA certification.

The new NHTSA rule will permit child restraint systems to be certified either for motor vehicles only or for both motor vehicles and aircraft. When it becomes effective in six months, FAA will retire Technical Standard Order C100 and permit child safety seats certified under the NHTSA rule to be used in aircraft.

Under the NHTSA rule, child restraints approved for dual use will carry a red label announcing "This restraint is certified for use in motor vehicles and aircraft."

Rulemakers at both agencies are banking that by combining and simplifying the requirements for certifying child safety seats, families will be encouraged further to protect their children with these devices. It also should help enforce the mandatory child restraint laws that now have been adopted in 49 states and Washington, D.C.

Labor Contracts Successfully Concluded

There was good news and then more good news on the labor-management relations front last month as FAA successfully concluded agreements with the two major unions representing agency employees. First was the first nationwide agreement between FAA and the Professional Airways System Specialists (PASS), and second, an agreement with the National Association of Air Traffic Specialists (NAATS).

PASS already has ratified its pact with the agency and the agreement was signed by Administrator Engen on Aug. 24. It became effective Aug. 31 for a three-year period.

FAA and NAATS reached a tentative accord on a new contract August 22. It now must be ratified by the membership before becoming effective.

The NAATS agreement covers 3,500 specialists who staff the agency's flight service station network. It contains 74 articles which set forth the rights and responsibilities of management, the union, and affected employees.

Covered by the PASS contract are some 8,500 electronics technicians and other FAA employees in related occupations. Like the NAATS contract, it contains 74 articles covering a wide range of personnel policies and other matters affecting the membership.

In early September a team from headquarters will begin giving a series of seven regional briefings on the new PASS contract. The team members are Joseph Noonan and Gary Baldwin of the Office of Labor Relations, as well as Edmund Kennedy and Chester Lament of the Program Engineering and Maintenance Service.

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, or Beth Caughey, Assistant Editor, AWP-5, 213/536-6431 or FTS 966-6431.

Capsule Glimpses

Meet Anna Rucker

Anna M. Rucker is an air traffic controller at Santa Rosa Tower. She is also the recent recipient of a unique Special Achievement Award for her superior accomplishments in the area of Human Relations. She could very well be the first in the Western-Pacific Region and possibly the Federal Aviation Administration to receive such recognition.

Some of her accomplishments are: organizer of a hugely successful Christmas party involving all government and private representatives of Sonoma County Airport; first chairperson of a very active facility Human Relations Committee; involvement in renovating the Santa Rosa Tower controller break room; participant in establishing "Tower Gripe Week" for Sonoma County pilots; active involvement in Western-Pacific Region's Facilitator program; provider

of extensive employee input to Western-Pacific Region and FAA Washington, and local community concern in receiving appointment to the County Board of Supervisor's Emergency Medical Care Committee.

Although she is a very busy mother of three, she still finds time to work at improving both the facility and the image of FAA locally and on any basis that she can.

Although she has achieved full performance level controller certification only within the past two years, by her enthusiasm, leadership and example she has helped turn the direction of her facility and its employees on a course of commitment, dedication and effective involvement that has reaped benefits not only to this facility but also the local community, the Western-Pacific Region and the agency.



FAA Academy Air Traffic Instructors Reunion, Oct. 6

Plan to attend the First Academy ATC Instructors' Reunion on Oct. 6 in Oklahoma City (OKC). Plans include a tour of the Air Traffic, Radar Training Facility, and Flight Inspection Buildings from 1-4 p.m. Following this tour will be a "get re-acquainted" party from 4-8 p.m. at the Meridian Plaza Hotel. There will be a \$5 charge at the door to cover set-ups, etc.

Time is running out, so don't delay in making your travel and lodging arrangements. For those of

you who will not be staying with friends or family in OKC, rooms have been blocked off for Oct. 5 and 6 at the Meridian Plaza Hotel, 2101 S. Meridian, OKC, OK 73108. Cost of the rooms is \$28 plus tax for annex area...\$36 plus tax for atrium area. Call the Meridian Plaza Hotel by Sept. 25, 1-800-622-ROOM.

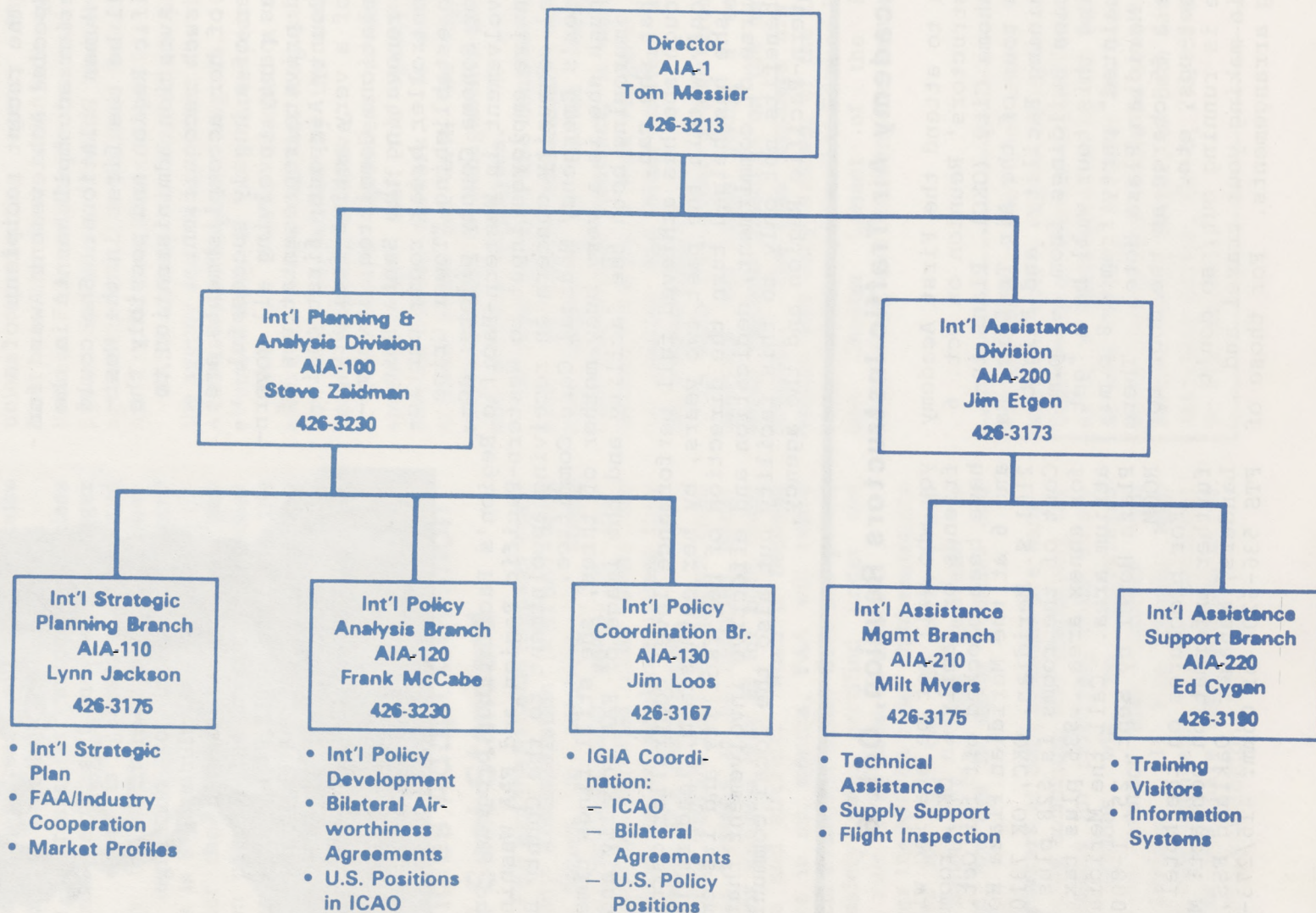
For brochures on the hotel or further information contact: Marty Landers, Manager, Oakland FSS, FTS 536-6204 of Comm. 415/273-6204.



International News

FOR INFORMATION CONTACT ELAINE CARTER, INT'L. AFFAIRS SPEC., AWP-4F FTS: 966-6333

Office of International Aviation



Civilair News

● October 21, Civilair invites you to a gala event—Sunday brunch at the GRAND DINNER THEATRE, 7 Freedman Way, Anaheim, Calif. The world premiere of "BUFFOLA," a rousing, roaring, musical comedy tribute to Jimmy Durante and the wild and woolly 1920's. A buffet brunch will be served from 12 - 1 p.m., curtain at 1:30 p.m. Come join the fun—\$19 includes tax and tip, children 12 and under \$14. Make your reservations by Sept. 24. See Carolyn Metcalfe (x6030) or Bill Wines (x6164) in the Regional Office or LeJuene Coffman at Los Angeles FSS (8-983-2061).

● Civilair is pleased to announce that they are now selling fine quality luggage, handbags, attache cases, etc. at discount prices. See Jane Presba at the Civilair desk to order these fantastic items.

AX TWR Presents: An Uncontrolled Departure Party

Seven people are moving up and out of Los Angeles Tower: Jack Cunningham has retired; Jon Musser is leaving for Manager of North Las Vegas Tower; Geri Mabe will be an Area Supervisor at Van Nuys Tower; Jim Partridge is the new Traffic Management Coordinator at Los Angeles TRACON; Tom Lemmons is a new Area Supervisor at Los Angeles TRACON and controllers David Dodd and Rick Pfahler have been promoted at Los Angeles TRACON. Los Angeles Tower is hosting a departure party on Sat., Oct. 6, at the Holiday Inn, 9901 La Cienega Blvd. Cocktails, 6 p.m. and dinner at 7 p.m. Baked chicken or london broil, \$13.50 each. Parking is free and the Holiday Inn has a special rate of \$36 a night. RSVP to Laurel Macurda, Robert Fierro or Jim Holtsclaw at 213/646-2196 or 215-2069.

James Miura Receives Award



James Miura (right), Area Supervisor, Honolulu Center, is congratulated by Sam Yokomichi, Area Manager, for his superior performance and Quality Increase Award. Jim has been with the Honolulu Center since 1960.

Catch 62-Change In Grace Period

Departmental Personnel Manual Bulletin No. 831-11 amends the "grace period" for military deposit for service after Jan. 1, 1957 as follows:

"Section 1257 of Public Law 98-94, Department of Defense Authorization Act, signed by the President on September 24, 1983, extends the interest free "grace period" for service credit deposits for post-1956 military service from October 1, 1984 to October 1, 1985. One of the effects of this change is to cancel the 3 percent interest rate (See FPM Letter 831-77, dated March 10, 1983) that would have been charged until the variable interest rate provision went into effect on January 1, 1985. Now, any deposit not completed during the grace period will be subject to a variable rate as determined by the Secretary of Treasury."

Hotline Count Holding Up

During the first three weeks of operation, the Administrator's "Hotline" received 238 calls from employees with serious questions or suggestions.

The Hotline has now been in business long enough for answers to questions to go through the mill and be delivered to callers. Joseph Stevens of the Hotline staff says these responses are specific, detailed, and to-the-point.

Stevens said the Hotline operation stresses quick action on all calls. After questions are received, they are sent to the appropriate office for answers. When this office is at Headquarters, queries are hand carried. When the office is in the field, they are sent by electronic mail. In addition, the same expeditious methods are used to get the final answer back to the caller to meet the Administrators two-week deadline.

The Administrator has established a two-week deadline for responding to all Hotline calls. He's asked that any calls not answered in the allotted period be brought to his personal attention.

The Administrator also sees all questions and completed responses, whether the response is prepared by a Washington or a regional office director or manager.



FAA Helps Airliners Take The Heat

The agency has issued a Notice of Proposed Rulemaking (NPRM) that aims to make cargo and baggage holds on future airliners better able to contain fires.

Tests conducted at the FAA Technical Center under authentic fire conditions suggest that flames could burn rapidly through certain liner materials that meet current standards for transport aircraft. The testing also revealed that the intensity of a cargo compartment fire is influenced more by the size of the compartment than by the airflow leakage.

Accordingly, the NPRM would require new, more realistic testing procedures for gauging the flame penetration resistance of liner materials. At present, a simple Bunsen burner test is used.

The proposal also would limit the maximum volume of Class D cargo compartments to 1,000 cubic feet, thereby keeping the size of the hold and the amount of oxygen they contain to levels that are safely within the capabilities of their liner materials.

Dick Nelson, an Aerospace Engineer in the Northwest Mountain Region who is heading this regulatory project, says "There is no such thing as a typical fire, but we believe that these more realistic fire scenarios will give us better information for our cargo compartment certifications."

1985 PAY SCHEDULE FOR FEDERAL WHITE-COLLAR WORKERS

	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10
GS-1	\$9,339	\$9,650	\$9,961	\$10,271	\$10,582	\$10,764	\$11,071	\$11,380	\$11,393	\$11,686
GS-2	10,501	10,750	11,097	11,393	11,521	11,860	12,199	12,538	12,877	13,216
GS-3	11,458	11,840	12,222	12,604	12,986	13,368	13,750	14,132	14,514	14,896
GS-4	12,862	13,291	13,720	14,149	14,578	15,007	15,436	15,865	16,294	16,723
GS-5	14,390	14,870	15,350	15,830	16,310	16,790	17,270	17,750	18,230	18,710
GS-6	16,040	16,575	17,110	17,645	18,180	18,715	19,250	19,785	20,320	20,855
GS-7	17,824	18,418	19,012	19,606	20,200	20,794	21,388	21,982	22,576	23,170
GS-8	19,740	20,398	21,056	21,714	22,372	23,030	23,688	24,346	25,004	25,662
GS-9	21,804	22,531	23,258	23,985	24,712	25,439	26,166	26,893	27,620	28,347
GS-10	24,011	24,811	25,611	26,411	27,211	28,011	28,811	29,611	30,411	31,211
GS-11	26,381	27,260	28,139	29,018	29,897	30,776	31,655	32,534	33,413	34,292
GS-12	31,619	32,673	33,727	34,781	35,835	36,889	37,943	38,997	40,051	41,105
GS-13	37,599	38,852	40,105	41,358	42,611	43,864	45,117	46,370	47,623	48,876
GS-14	44,430	45,911	47,392	48,873	50,354	51,835	53,316	54,797	56,278	57,759
GS-15	52,262	54,004	55,746	57,488	59,230	60,972	62,714	64,456	66,198	67,940
GS-16	61,296	63,339	65,382	67,425	69,468*	71,511*	73,554*	75,597*	77,640*	
GS-17	71,840*	74,197*	76,590*	78,983*	81,376*					
GS-18	84,157*									

* The rate of basic pay payable to employes at these rates is limited to the rate payable for level V of the Executive Schedule, which would be \$68,700.
SOURCE: THE WHITE HOUSE.