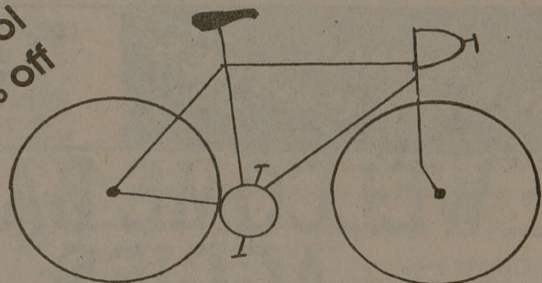


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# Collision warning technology exists; use delayed by testing

WASHINGTON (AP) — The technology that would warn pilots of an impending aerial collision is known, but efforts to install the devices into commercial jets have been marked by years of contention and, critics say, government footdragging.

The collision of an Aeromexico DC-9 and a single-engine private plane over a Los Angeles suburb this week has directed attention to the need for sophisticated airborne collision avoidance systems for the industry's 3,000 commercial jetliners.

But it may well be another two years before the devices are ready for widespread use, although Federal Aviation Administration officials acknowledge that the technical problems have been solved after 20 years of development.

The so-called "T-CAS," or traffic alert and collision avoidance system uses radar and computers to track nearby aircraft and provide both a visual and verbal warning to the pilot of any plane that might pose a threat. It also provides suggested evasive maneuvers as the intruder plane gets closer.

Small aircraft would not need the sophisticated T-CAS, which has been estimated to cost as much as \$100,000, as long as they have a transponder that has altitude reporting capability. About half of the 220,000 small private planes now have such transponders, although the single-engine Piper aircraft involved in this week's California collision apparently do not.

FAA Administrator Donald Engen acknowledges the collision

avoidance technology has been proven to be effective, but he says it still needs to be tested in the real-world environment — testing that is not expected to be concluded until 1988.

A prototype T-CAS system has been installed in a Piedmont Airlines Boeing 727 and will be in use on passenger-carrying flights before the end of the year, the agency said. Those flights were to have started early this year, but were pushed back because of questions about pilot training, aviation sources said.

Next year United Airlines and Northwest Airlines also will test a small number of T-CAS prototypes in a year-long program.

The average air traveler may be surprised that something as basic as an alarm to warn pilots of a nearby aircraft has not long been a part of

every commercial aircraft's hardware. But its development has been lengthy and difficult.

Aviation officials first began talking about such a device in the 1960s after the collision of two jets over the Grand Canyon. The research and development of the T-CAS system and its various processors goes back more than 20 years.

Engen says the FAA is moving ahead as fast as possible to certify devices and that he is committed to sophisticated radar and computer technology that could prevent aerial collisions.

But critics have said the FAA has not been forceful enough to speed the technology.

# Airline sparked fare wars, collapsed because of them

OAKLAND, Calif. (AP) — World Airways' feisty founder saw his company as a David that would slay airline industry Goliaths with no-frills flights. Instead, World collapsed under huge financial losses caused largely by the fare wars it started.

On Thursday, a day after World announced it will cease scheduled passenger service Sept. 15, some of its 1,500 laid-off employees were calling for a return to fare regulation.

The company will focus on the profitable charter service and maintenance areas that have been the financial base of the company since Ed Daly founded it in 1950 with \$50,000 in poker winnings.

The decision ends an era that began in 1978, when Daly offered unrestricted coast-to-coast flights for \$99. That first shot in the ensuing fare wars contributed to the government deregulation six years ago that revolutionized air travel, but also led to the collapse of Frontier Airlines and layoffs at Eastern Airlines in the past month.

Some newly laid-off World workers urge the government to resume regulation of the airline industry.

Randy Fowler, a reservations clerk from San Francisco, blamed the World shakeup on "the craziness of the industry since deregulation."

Until 1978, airline fares and routes were strictly regulated by the federal government in an environment that was seen by critics as hostile to competition and protective of the veteran airlines to the exclusion of new competitors.

The estimated 50,000 people who hold World tickets for Sept. 16 and after are to be accommodated by Pan American World Airways, United Airlines and Presidential Airlines.

United also plans to give job interviews to the laid-off employees, who represent 57 percent of World's work force of 2,600. Fowler said World is planning job placement seminars.

In many ways, World's achievements reflected the personality of its

pugnacious founder, who died in 1984 at age 61. In the early 1960s, the airline set numerous records for nonstop flights and speed, using Boeing 707s.

The airline gained its most attention through Daly's rescue of refugees from Vietnam as the South Vietnamese government fell in 1975. Daly personally supervised the missions and more than once used his fists or pistol butt to fend off mutinous soldiers who tried to push their way aboard.

All the while, World was pushing for government approval of more passenger routes and lower fares.

With deregulation, World's grip on its share of the low-fare market began to slip. Stiff competition and high fuel costs resulted in losses of \$58.2 million in 1982, \$29.4 million in 1983, \$17.9 million in 1984 and \$9.5 million last year. The company restructured a \$287 million debt in 1984.

# New Houston AIDS hospital admits four

HOUSTON (AP) — The new AIDS hospital admitted four inpatients during the first two opening days, a hospital spokeswoman said.

The first patient was admitted late Tuesday afternoon and was in fair condition, said Lynne Walters, a spokeswoman for the Institute of Immunological Disorders. Walters declined to give any further information on the four patients except to say that all are "fairly ill."

The 150-bed institute, formerly Citizens General Hospital in north Houston, is the nation's first hospital totally devoted to the research and treatment of acquired immune deficiency syndrome. The institute opened doors Tuesday.

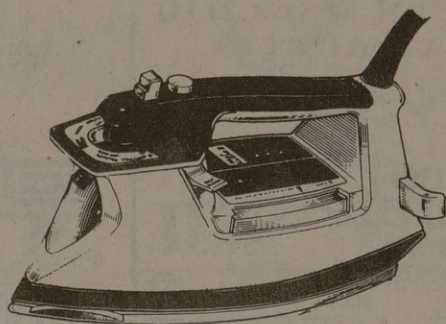
Dr. Peter Mansell, the facility's medical director, said the hospital initially will limit inpatient admissions to about 30 people.

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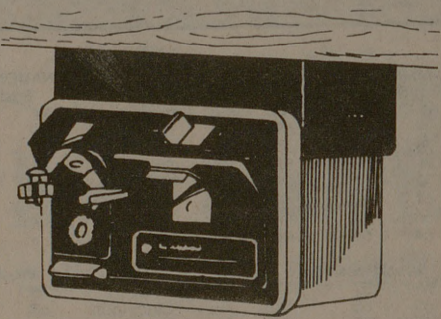
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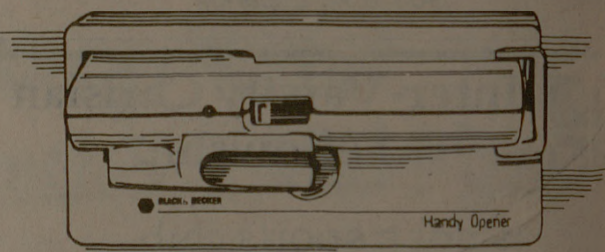
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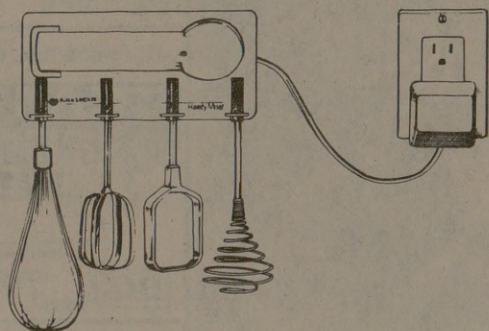
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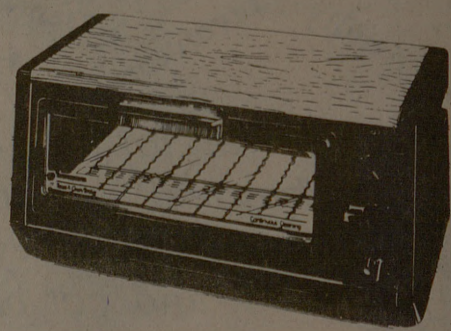
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