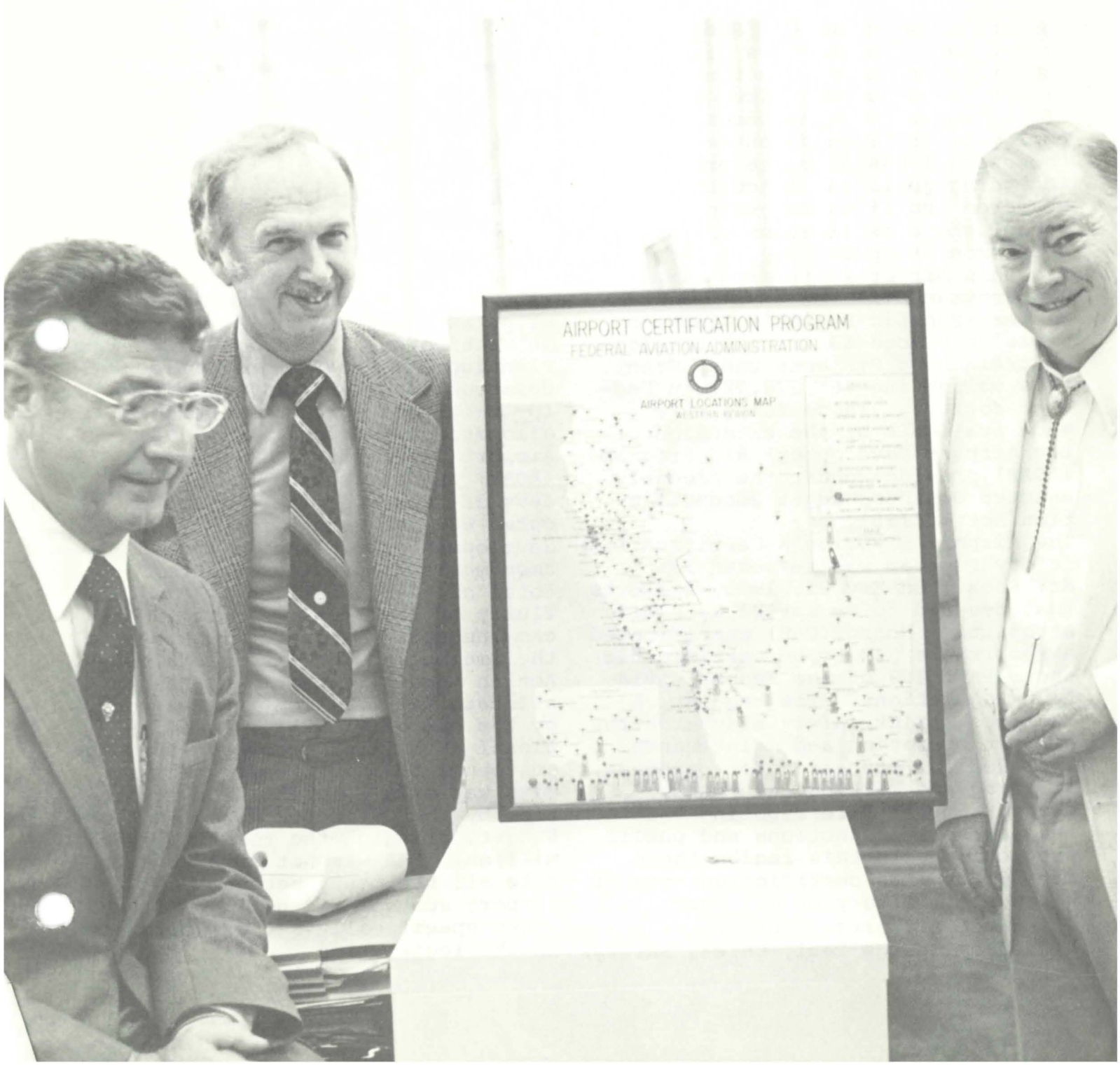




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western- Pacific Intercom



## Cover Story

Bill Shea, Associate Administrator for Airports, recently attended an all-hands meeting with the Western-Pacific Region Airports Division. On an extremely tight schedule since he was to leave with the Administrator in mid-morning, Mr. Shea arrived at regional headquarters via helicopter, courtesy of the Long Beach Flight Standards District Office. After meeting each Airports Division employee, Mr. Shea discussed briefly the overall FAA Airports program including goals and objectives. He answered questions regarding personnel and consolidation and was then brought up to date on the region's Airports Division Airport Aid Program.

Western-Pacific Region's Airports Division placed 63 Airport Development/Planning Projects under Grant, thus obligating \$65,770,799 in Federal dollars. These funds were made available by the extension of the Airport Development Aid Program (ADAP) provided under the recently enacted Omnibus Budget Reconciliation Act of 1981.

The Airport Division's Certification-Safety Program was reviewed for Mr. Shea. On May 21, 1973, airports that desired to be served by Civil Aeronautics Board (CAB) certificated air carriers had to be certificated under Part 139 of the Federal Aviation Regulations. The regulation outlines strict safety standards for airport operation and maintenance. Included are standards for pavement, lighting and marking, emergency plans, airport fire fighting and rescue, self inspections and public protection. In this region there are 58 airports certificated--six of which are military or military/civil joint-use airports. The program is headed by George Paul, Chief, Safety/

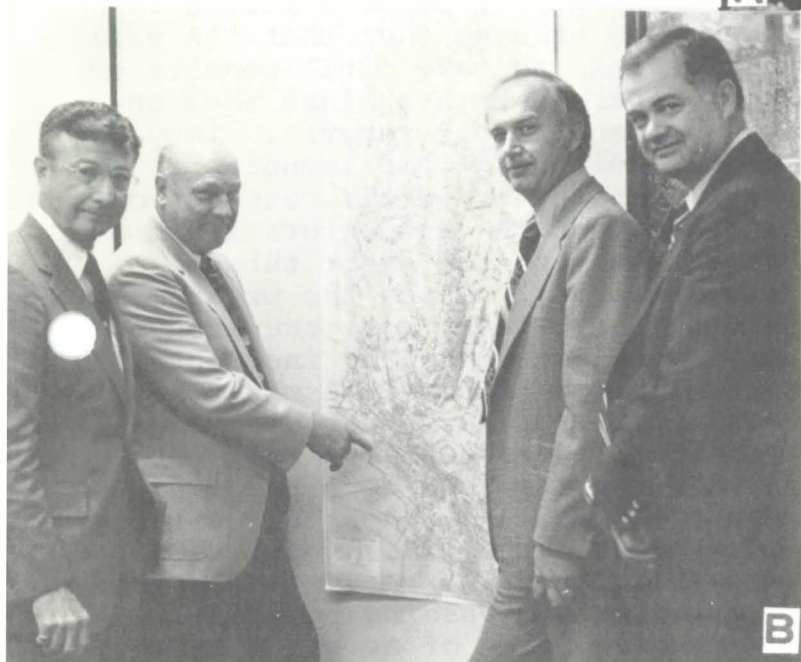
Standard Section, with field inspectors John Sodek, SFO-676, and Ernie McIntosh, AWP-676. Each airport is inspected annually to ensure that the airport is being operated in accordance with the regulation and is maintaining proper safety standards.

Cover photo: From left--Bill Shea, Associate Administrator for Airports; Russ Hathaway, Chief, Program Support Branch; and Ernie McIntosh, Airport Certification Safety Officer. Cover photo by Barbara Abels.

## ADAP Funds Allocated In Record Time

Expending Federal monies at a rapid rate normally isn't something one brags about, given the present mood, in Washington. But FAA's Airport Planning and Programming Office deserves some kind of recognition for meeting a very tight deadline in allocating its Fiscal Year 1981 Airport Development Aid Program (ADAP) funds. During the last 11 days of September, the office executed 621 new grants for airport development and planning and 181 amendments to previous grants for a total of \$450.5 million. This flurry of last-minute activity became necessary when Congress passed the Omnibus Budget Reconciliation Act in August, authorizing FAA to allocate \$450 million in ADAP money by the end of FY 1981. An additional \$9 million recovered from adjustments to prior years' grants, also was made available for allocation by the Office of Management and Budget, bringing the total to \$459 million. FAA was not able to allocate all the money because one airport sponsor did not use all the money specifically set aside for it in the legislation.

Airports  
Division  
Welcomes  
Bill Shea



Airports Division personnel recently had an opportunity to meet and welcome Washington visitor, Bill Shea, Associate Administrator for Airports: A--Bill Shea thanks some of the Airports Division women who have contributed to the agency's airports programs. From left--Mary Teats, Computer Operator; Nancy Risner, Clerk-Stenographer; Olga D. Gomez, Secretary; Bill Shea; Mary Blough, Clerk-Stenographer; Ellen A. Linman, Clerk-Stenographer; and Dolores Phillips, Secretary.

B--From left--Bill Shea; Airports Division Chief Herman Bliss; Russel S. Hathaway, Chief, Field Operations Branch; and Gerald M. Dallas, Chief, Program Support Branch.

C--From left--Bill Shea; William L. Mayfield, Airport Planner; George C. Paul, Chief, Safety/Standards Section; and Paul M. Beckman, Electrical Engineer. Photos by Barbara Abels.



## Overseas Job Open

The Office of International Aviation Affairs has an urgent need for a GS-14 Aviation Safety Inspector (Operations) Advisor to fill a two-year position in Muscat, Oman. Candidates must have a current commercial pilot's certificate and flight instructor certificate for multi-engine aircraft. Interested employees should submit current SF-171 and performance-rating forms to the headquarters' Employment Branch, APT-150. In-grade candidates may contact Marilyn Fobbs, APT-19, FTS 426-8521.

## ATC Recovery Schedule Set

The Administrator has told the Congress that he expects the air traffic control system to be operating at pre-strike levels within two years and recover its growth potential within three. Testifying before the House Post Office and Civil Service Committee, the Administrator said: "Current traffic levels (i.e., about 75-80 percent of normal scheduled traffic) will likely be maintained throughout the spring and summer of next year... In the second year of rebuilding the system, we expect to permit traffic levels to increase at a steady pace to the point at which pre-strike traffic levels can be reached on a daily basis. We will still flow control traffic at that point to assure that prior peak traffic levels will not be reached until the system is fully capable. Toward the end of the third year of rebuilding the system, we expect to have attained recovery of full capacity and to be able to safely handle previous peak-hour traffic activity and even slightly more."

## Aviation Safety Reporting Program Extended for Year

The Aviation Safety Reporting Program has been extended for an additional year under an FAA agreement with the National Aeronautics and Space Administration (NASA). FAA uses NASA as a "third party" to receive and analyze aviation safety reports from pilots, controllers, maintenance personnel and other users of the National Airspace System. NASA's involvement preserves the anonymity of persons filing reports and assures them that FAA will not be able to take civil penalty or certificate action against them on the basis of their reports. They also receive one-time immunity to civil penalty or certificate action in the event FAA inspectors learn about the reported event through other sources. Since the program started five years ago, the anonymity of those reporting incidents, in which they themselves might have been involved, has never been compromised. During that time, over 30,000 reports have been received and analyzed, and 700 Alert Bulletins have been issued. Also published were 12 quarterly reports which are available from Washington headquarters, Office of Aviation Safety, ASF-300.

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 photographs should be received by the Editor, AWP-5, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

## Larger Paychecks In the Mail

Last week's paycheck and the check received the week of October 26 will both be larger than their predecessors. Last week, employees profitted from tax reductions. The check received next week will reflect the 1981 4.8 percent Federal pay raise.

## 12-Inch Letters Required

The agency is going back to requiring 12-inch letters on most general aviation aircraft. The identification, or "N," numbers had been 12 inches high until FAA modified the rule in 1977 and allowed three-inch numbers on general aviation aircraft with speeds of less than 180 knots. But the smaller numbers caused aircraft identification problems for airport tower controllers and also made life more difficult for drug and law enforcement agencies. However, aircraft that displayed the smaller numbers before November 1, 1981 won't have to make the change right away but can wait for the next repainting. The same is true for aircraft manufactured in the November 2, 1981 - January 1, 1983, time period. The new rule does not apply to small aircraft used for exhibition purposes; those built at least 30 years ago; unusually configured aircraft; and those issued an experimental certificate as exhibition or amateur-built aircraft. They can continue to display three-inch numbers.

## Management Systems Division

Congratulations to Jean Davis and Mateel Johnson, Computer Specialists, Data Processing Branch, on their recent promotions.

## Top Mechanic Top Instructor Honored By Agency

The 1980 winners of the Flight Instructor and Aviation Mechanic of the Year awards were honored during ceremonies in Washington headquarters on October 15. The winners received FAA certificates, as well as cash awards and gifts contributed by the Aircraft Owners and Pilots Association (AOPA), the General Aviation Manufacturers Association (GAMA), the National Business Aircraft Association (NBAA), and others. Deputy Administrator Michael J. Fenello presented the mechanic award to John L. King of Payson, Arizona, and the flight instructor award to Fred H. Atkinson of St. Clair, Mo.

King not only has supervised a number of aircraft maintenance programs but also has completely assembled a T-33 aircraft. He was in charge of the many planes used in the movies "Tora, Tora, Tora" where he compiled a "no down time" record. More recently he has been in charge of a very successful program to install a Garrett turbine engine in an aircraft located in the Netherlands, for which he was complimented by the Netherlands Civil Aviation Authority. Atkinson is an FAA pilot examiner and a recent winner of an agency certificate of appreciation. An instructor with over 40 years experience, he was instrumental in setting up a local flight instructors' association.

## The News In Brief

In the face of a plethora of rumors, Transportation Secretary Drew Lewis once again has unambiguously stated the Administration's opposition to rehiring the controllers who were fired for engaging in an illegal strike. "There are only three people who can speak on this," he told United Press International. "That's the President, the FAA Administrator or me, and all of us feel very strongly about not bringing these people back." ● Meanwhile, kudos for the controllers still staffing the system continue to come in from all corners of the country. The latest came in the form of a polished wooden plaque from the Michigan Aeronautics Commission. This was sent directly to the Administrator and said in part, "Now, therefore be it resolved.... that air traffic control personnel now in the employ of the FAA be accorded the highest of accolades and expressions of gratitude for their outstanding performance." ● Just in case you missed the full-page ads in national publications and/or the television commercials, the Boeing 767 made its first flight at 11:54 a.m. on September 26 at Everett, Wash. The wide-body, twin-jet took off in 3,000 feet of runway, climbed quickly to an altitude of 17,000 feet and flew for two hours and four minutes in a nearly flawless performance. Liftoff speed was 135 knots, and top speed for the proving flight was 260 miles per hour. FAA certification of the aircraft is targeted for June 1982. ● Both commercial and general aviation are showing improved safety records through the first nine months of 1981. The commercial aviation category--which includes the airlines, commuters and air taxis--had a total of 91 accident-related fatalities at the end of

September compared with 113 over the same period in 1980. Air taxi operators showed the most significant improvement with fatal accidents down from 26 to 22 and fatalities dropping from 78 to 59. Meanwhile, that great conglomerate known as general aviation had 950 fatalities which represents a five percent drop from the comparable 1980 figure of 1,003. Personal flying led the way among general aviation flyers with fatalities dropping from 698 to 657.

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## Retiree Deaths

We are saddened to report that Edward E. Johnson passed away on July 6, 1981. Before his retirement in 1970 as chief of the Sacramento Flight Service Station, Ed was chief of the Red Bluff FSS for many years. He was a former radioman and due to his expertise at morse code was known affectionately as "Dit Dit" (E.E.) to his closest friends. Ed was a lifelong Ham operator and held certificates for saving many lives during emergencies. He had an illustrious aviation career and came to Red Bluff when all the field had was a beacon light. Ed will be missed by his many friends. Our sincere condolences to his family.

We are also saddened to report the death of Edgar Roy McCarter, 58, former Chief of Guam CERAP, in Honolulu on August 31. Ed first joined the FAA in 1945 and served at such Pacific-Asia Regional posts as Wake Island Tower, Guam CERAP, Honolulu Center and Air Traffic Division in Honolulu. Our sincere condolences to his son, William, and daughters Mia and Sheree.

# Awards

35-YEAR PIN FOR WALLY WARD--Regional Director C. "Mac" McClure recently visited the Los Angeles Airway Facilities Sector to present Wallace E. Ward (right), LAX AFS Manager, with his 35-year service pin. Mr. McClure also presented Wally with a Letter of Appreciation from the Acting Chief, Airway Facilities Division, for Wally's exceptional efforts in hosting foreign visitors at LAX Sector. Photo by Yukio "Mo" Mochizuki.



## Quality Within-Grade Increase Awards:

Romeo Primicias, Electronics Technician, Oakland Nav/Com Sector Field Office.  
John W. Smith, Electronics Technician, Concord Sector Field Office.  
Sue Matinson and Denise Kutara, Honolulu Flight Standards District Office.  
Bob Fordham, Edwards Radar/Com Sector Field Office.  
Kathie Yamada, Clerk-Stenographer; Wayne Olson and Rory Geil, Assistant Project Engineers, AF Environmental Section, Establishment Engineering Branch.

## Special Achievement Awards:

Richard Fong, Oakland Airway Facilities Sector.  
Fran Baker, Logistics Materiel Management Branch.  
Mary Ann Presson, Logistics Real Estate and Utilities Branch.  
Nelson Gnrke, Assistant Chief, AF Environmental Section, Establishment Engineering Branch.

## Beneficial Suggestion Award:

Maurice Shwetzter, Oakland Airway Facilities Sector, for coming up with a modification to Radar Microwave Link, RML-1A/2/3 systems to reduce maintenance time and prevent equipment failures.

## Letter of Commendation:

Mark Roser, Logistics Administrative Management Staff.

## Letters of Appreciation:

Paul Candelarie, Gregory Brooks, Romeo Primicias and Howard Bolton, Oakland AF Sector, from Chief, Oakland Nav/Com Field Office, for their outstanding efforts in resolving a difficult flight data entry and printout problem.  
Bob Nelson, Rich Sherry and Rocky Riberal, Oakland AF Sector, from Chief, Establishment Engineering Branch, for their assistance in completion of the Oakland Runway 11 Medium-Intensity Approach Light System with Runway Alignment Indicator Lights.  
Roy Townsend, Lancaster Airway Facilities Sector, from Establishment Engineering Branch for assisting F&E during the installation of the Fremont Valley Gap Filler Radar.

## Career Service Emblems:

### 40 years:

Bob Carter, Chief, Materiel Management Branch.

### 35 years:

Harley Holderbaum, Electronics Technician, Honolulu Center.

### 25 years:

Frank Nakamura, Aviation Safety Inspector, Honolulu Flight Standards Office.  
Henry Hong, Assistant Chief, Honolulu Center.  
Robert Lee, Flight Data Communications Specialist, Honolulu Center.  
Gwen Shelton, Logistics Services Branch  
Ann Ta'a, Logistics Procurement Branch.

### 15 years:

Nathan Lyau, Electronics Technician, San Jose AF Sector Field Office.

## Civilair News

● There is now a group vision program available to FAA employees and their families for low-cost eye examinations and prescription glasses. No monthly premium and full guarantee against breakage for your eyewear. Local offices in Los Angeles and Orange Counties. Brochures are available at the Civilair Desk.

● Remember to place your order for See's Candy. This year it is \$4.40 per pound, 20 cents extra for mailing boxes. Order forms are available at the Civilair Desk and from Civilair Representatives. Last day to order is Nov. 18. The candy will be delivered on Dec. 9.

## Logistics Division

Farewell to the following employees in the Services Branch: Ed Gray, Offset Press Operator; Steve Pearson, Supply Clerk, transferring to the Long Beach Naval Shipyards; Patrick Russell, File Clerk; and Mario Holley, Stay-in-School employee. Congratulations to Kelvin Waddis and Michell Anderson, Stay-in-School employees in the Services Branch, on their recent promotions.

## Standards A Must OPM Reminds Supervisors

Supervisors are reminded that all employees should have received written performance standards by October 1. This is the last major step in implementing appraisal programs required by the Civil Service Reform Act, and the Office of Personnel Management wants to make sure it's done. In fact, OPM is asking agencies to certify the extent of compliance and give a good reason if certification cannot be made.

## Retiree Sends Thanks

Betty Schultz, recently retired chief of Air Traffic Placement Section, Personnel Management Division, wishes to thank all her friends and co-workers for the lovely reception and luncheon in her honor and all who shared in the happy retirement celebrations. She says, "I treasure my beautiful porcelain lady--Valencianita. I am most grateful for your generous assistance in working together and your special friendship. I have sincerely enjoyed the opportunities and satisfaction of being an FAA employee."

## June Kemner Retires

June Kemner, Supervisory Aviation Assistant, Long Beach Flight Standards District Office, has retired after 21 years of Federal service. At right, June is congratulated by Paul Stebelton, Accident Prevention Specialist, at a coffee and cake get-together held in June's honor.



## General Aviation IFR Quotas Set By Agency

In order to help minimize aircraft delays during the rebuilding of the air traffic control system, the agency began apportioning the number of general aviation instrument flights on October 19. Known as the General Aviation Reservation (GAR) program, the system is designed to ensure general aviation aircraft access to the ATC system in proportion to other users.

Under the plan, GA pilots must obtain a reservation to fly IFR in en route airspace. The number of reservations available will be based on quotas determined by the agency, using data that has been adjusted to reflect reduced staffing levels in air traffic facilities. Pilots planning to fly IFR must obtain reservations when they file flight plans through flight service stations. These reservations will be granted on a first-come, first-served basis. The reservation plan will not affect visual flight rule operations. In addition, it will be in force only between the hours of 6 a.m. and 10 p.m. local time.

## Lancaster AF Sector News

We welcome aboard Paul Bestenheider to the Environmental Unit at Oxnard. Congratulations to Joe Gallegos on his recent promotion. We also would like to wish Joe the best at the Phoenix Sector. We wish good luck to Michael Lacefield who transferred to Air Traffic.

## It's Time To Set Clock Back One Hour

It's time once again to put back the clock one hour. Most of the country returns to Standard Time at 2 a.m., October 25. Those employees working the night shift during the change will be paid for the actual number of hours worked. A few FAAers will not be affected because Daylight Savings Time is not observed in Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and parts of Indiana.

## Accident Claims and Withdrawal Procedures For Motor Pool Vehicles

FPMR Amendment G-53, effective Sept. 16, 1981, states that we will be charged for all damage to GSA vehicles unless it is caused by an identifiable third party, mechanical failure, or normal wear and tear--otherwise, the vehicle may be withdrawn from the agency and terminated. The FAA will administer disciplinary action; however, if this action has not been effective and there are serious or repeated violations, GSA may withdraw the vehicle as a last resort to protect its investment. FAA is responsible for the care and safety of GSA vehicles while in its possession. Each individual is responsible for the proper use, care and protection of government vehicles in his/her custody. When government vehicles are damaged or destroyed through willful intent or gross negligence, that individual may be subject to pecuniary liability or disciplinary actions. Refer to Order 4670.2A, WE SUP 5, paragraph 9-S1, c., (1).

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## NTSB Study Lauds Controllers

The National Transportation Safety Board team that has been looking at the post-strike air traffic control system has concluded that the present controller work force is doing an outstanding job. NTSB staffer David Thomas, who is heading the investigation, said working controllers have a "very positive attitude" that has helped to keep the system running at a high level of efficiency. He also noted that team members had not found any evidence of fatigue or stress among controllers in the more than 40 facilities they visited. At the same time, he said team members were concerned about the long-range implications of the increased workload on controllers, noting that 50 percent of those who responded to a questionnaire reported they were

giving maximum effort every day. Consequently, he recommended that FAA implement a program to detect and deal with the onset of stress and fatigue among controllers. He also submitted two additional recommendations for consideration by the NTSB board members. One urged FAA to impose additional traffic restrictions on nonscheduled IFR operations and to limit the services being provided to VFR operators. The final recommendation was aimed at assuring the ready availability of supervisory personnel in ATC facilities to provide assistance and coordination, as required. The recommendations were discussed at the NTSB meeting on October 9 and adopted on the 14th. FAA presently is studying the recommendations and will respond to the Board in the near future.

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## What Time Is It?

### What Day Is It?

In our new expanded Western-Pacific areas, it is necessary to do a little date/time juggling.

#### ● Standard Time--

If it is 10 a.m. PST in Los Angeles on a Wednesday, it will be:

- 8 a.m. in Honolulu (Wednesday)
- 7 a.m. on Johnston Island (Wed.)
- 7 a.m. on Midway Island (Wed.)
- 7 a.m. on Samoa (Wed.)

6 a.m. on Kwajalein, Marshall Islands. (Still Wed. by decree, to conform with the Honolulu workweek even though it is on the far side of the International Date Line.

#### ● International Date Line--

- 6 a.m. on Wake Island (Thursday)
- 4 a.m. on Guam and Australia (Thurs.)
- 3 a.m. in Japan (Thurs.)
- 2 a.m. in the Philippines (Thurs.)

Thanks to Jack Doyle, AWP-6.

## Did You Know?

Here are some mindboggling facts about the Pacific-Asia Region which is being consolidated with the Western Region to make the new Western-Pacific Region:

- It covers a 24.7 million square mile area or about one-eighth of the world's surface.
- It extends over two hemispheres.
- To travel its breadth, you must cross ten time zones and the International Dateline.
- It contains the world's largest flight information region (Honolulu Center FIR) large enough to fit two 48 contiguous United States into the 10.5 million square mile FIR.
- 40 sovereign states and separately administered colonies, territories, including Antarctica, are located within the regional boundaries.