



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

Western-Pacific Intercom



Cover Story

The Personnel Management Division's Training Branch is the focal point in the Western-Pacific Region for technical training, safety, injury compensation, career development, as well as management and general training.

The Chief of the Training Branch is Wayne Lynch. He is assisted by the following Branch personnel:

- Elizabeth Lewis, Secretary;
- Will Barickman, Safety Officer;
- John Dodson, who serves as the technical training officer for Air Traffic, Flight Standards and Airports Divisions;
- Beatrice Heil, who is responsible for injury compensation;
- Dick Peterson, who conducts management-type training, as well as handling quotas for the Management Training School; and
- Latasha Black, Personnel Management Information System (PMIS) clerk.

The Training Branch has been a leader within the agency in providing the Management Team Action Seminar, Phase 1 and Phase 2, to the Region's supervisors and managers. In addition, the Branch provides training in communications through the Leader Effectiveness Course.

With its many diverse activities, the Branch administers a 1.5 million dollar budget in carrying out its responsibilities.

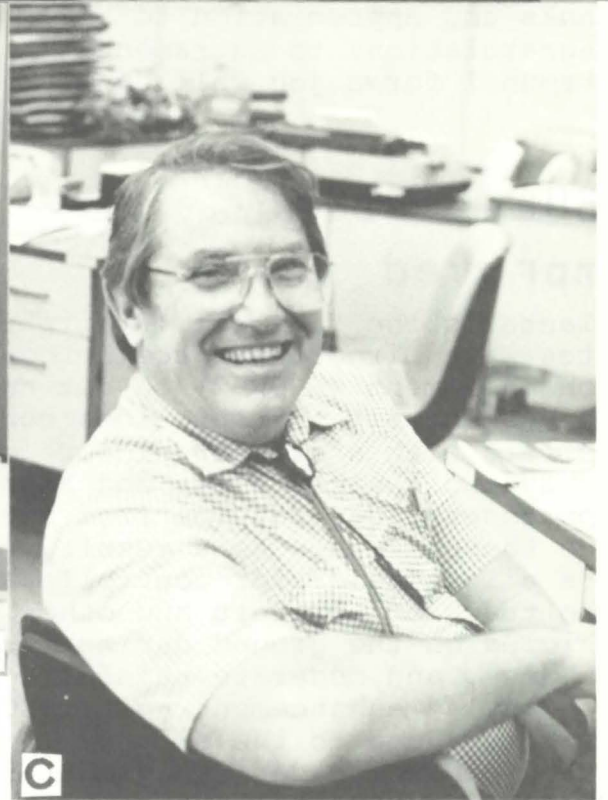
Cover photo: From left--Wayne Lynch, Chief, Training Branch; Bea Heil, Injury Compensation Specialist; and John Dodson, Air Traffic and Flight Standards Technical Training Officer. Cover photo by Barbara Abels.



QUALITY CIRCLES LEADERS' TRAINING

Los Angeles Airway Facilities Sector recently completed Quality Circles (QC) Leaders' Training for its supervisors. Instructors were: Richard Petersen of the Regional Training Branch, and LAX QC Facilitators Kent Petersen and "Mo" Mochizuki. The QC program is a voluntary program in which members meet on a regular basis with their supervisors as the leader and identify, analyze, solve and present solutions to management. Above photo: From left, kneeling--Dick Petersen, Kent Petersen and "Mo" Mochizuki. From left, standing--Jan Schwall, Terminal Auto/Radar Section, Maintenance Engineering Branch; Sid Bowen, Radar Chief; Jack Perkins, Nav/Com Chief; Louise Stiles, Hangar Manager; Don Jerreris, ARTS IIIA Chief; Ernestine Landers, Logistics Chief; Joe Metcalfe, Technical Support Officer; and Lou Romero, Environmental Chief. Photo by Jim Loughheed.

Personnel
Management's
Training
Branch
Personnel



More Western-Pacific Region
Training Branch personnel are:
A--Willis Barickman at the
real-time analyzer which is
used for noise measurement
at facilities.

B--Elizabeth Lewis, Branch
Secretary, and Latasha Black,
Personnel Management Information
System (PMIS) Clerk.

C--Dick Peterson, Management
and General Training Officer.
Photos by Barbara Abels.

Letters We Like To Receive

Sacramento Metro Tower Chief, Vic Katz, recently received the following letter from G. R. Jansen, Director of Flight Operations for Douglas Aircraft Company, Long Beach, Calif.: "During the DC-9 Super 80 CAT IIIA Autoland Development and Certification Program, it has been our pleasure to use the air traffic control facilities of Sacramento Approach Control and Sacramento Metro Tower. The services received have been outstanding. I would like to commend the Sacramento Air Traffic personnel for the dedication to duty and professionalism. Their cooperation and assistance made our task measurably easier. Please relay our thanks and appreciation to all." Congratulations to Sacramento personnel for a job well done!

ASDE-2 Being Improved

Atlanta is the first of 13 airport sites with airport surface detection equipment (ASDE-2) to get an enhancement kit that provides controllers with a clearer picture of runway and taxiway areas and also suppresses radar returns from outside those areas. As a result, it's a lot easier for controllers to keep track of aircraft and other vehicles on the ground during fog, darkness, and moderate rainfall. The display enhancement unit (DEU), which is added to the airport ground-control radar equipment, is scheduled for installation at the remaining 12 sites by the end of FY 82. Those locations are: Boston, JFK, Newark, Dulles, O'Hare, Cleveland, Portland (Ore.), Seattle, San Francisco, Los Angeles, Andrews (AFB) outside of Washington, D.C., and the Technical Center.

Sacramento FSS News

John Cummings, Team Supervisor, has decided to call it quits and move on to a life of leisure. John retired from the FAA on Oct. 16 after 34 years of dedicated service. He will be missed by all, but we wish him the best of luck in his new adventures. Congratulations to Ken Mahorney on his temporary promotion to Team Supervisor, replacing John Cummings; to Greg Davenport on his selection to Metro Tower; and to Dick Ridgeway for his selection as Full Performance Level from Oakland FSS. Effective Dec. 1, Sacramento Flight Service Station will assume flight planning responsibilities for 48 airports that are presently being served by Stockton FSS. A toll free number, 800-852-7036, is scheduled for commissioning to accommodate pilots in those locations.

Safety Record

It's not the kind of story that commands banner headlines, but it's remarkable nonetheless that on Oct. 31 the nation's airlines completed two years without a large passenger jet going down. That's six months longer than the previous record set between February 1964 and August 1965. Besides, the latest record was set during a period in which the airlines logged half a trillion revenue passenger miles--enough to take every man, woman and child in the country on a flight of more than 2,000 miles. The last fatal crash of a large passenger jet was the Western Airlines DC-10 accident at Mexico City, Oct. 31, 1979, in which 70 of the 87 passengers aboard were killed. Moreover, since that time there have been only two fatal accidents involving any kind of aircraft operated by the country's scheduled flag, trunk and local service airlines, with a total of 20 fatalities.

Where Hope Meets Help

In lieu of exchanging Christmas cards, for the past 10 years Regional Headquarters personnel have contributed money to the Valley Orthopaedic Clinic at Clexico, Calif. The Clinic is a monument to man's humanity to man. It offers free medical help to crippled children from two nations and is staffed by volunteers of different races, creeds and political persuasions. These people share a singular dedication -- helping others.

The Clinic had its beginnings when Dr. Robert Nichols, of the Los Angeles Orthopaedic Hospital, operated on a Mexican youth who had never walked. The boy dragged himself on arms and hands; his legs deformed and useless. He told Dr. Nichols about others in his village crippled like himself. Dr. Nichols visited the village and was appalled by what he saw. It was this trip to the Mexican interior that gave birth to the present clinic.

Today, there are examination rooms, cast rooms, and a brace shop. The Clinic is held each Saturday where over 100 patients are treated. The stairs to the second floor are steep, but at the top is a sign that shines like a beacon: "Where Hope Meets Help."

This year we hope to exceed last year's contribution of \$726. Checks should be made payable to the Valley Orthopaedic Clinic. Cash or checks, in any amount, are tax deductible. Each Division is asked to make its own collection and forward contributions to Personnel Management Division, AWP-10, prior to Jan. 8, 1982.

Details are contained in Notice WP N 0001.15. Why not put some Hope and Help in your Christmas? Give generously!



Above: This boy is a polio victim. When he first came to the Valley Orthopaedic Clinic in Calexico, California, he was a "crawler." Now, he walks with the aid of braces, crutches and orthopaedic shoes which were provided at no cost to him. The braces must be repaired at least annually, and he requires new shoes frequently.

Lancaster AFS News

Congratulations to all those who recently received Letters of Commendation and Appreciation (listed under the Awards section). We would also like to welcome Randy Rader, our new Motor Vehicle Operator.

TCAS Contract Let

The agency has contracted with the Bendix Corporation for Development work on a Traffic Alert and Collision Avoidance System (TCAS) that would meet the requirements of airline operators. Under the \$4 million award, Bendix will build two engineering models of the equipment which is designated as TCAS II to differentiate it from a simpler and less expensive general aviation version known as TCAS I. The first unit will be delivered next summer while the second, enhanced unit, will follow by 10 months. A TCAS II unit obtains information on other traffic by interrogating radar beacon transponders, which are in wide use in the nation's air fleet and which are required equipment in many airspace areas. The position and altitude data provided by the transponders is analyzed by the TCAS mini-computer to determine whether any aircraft is on a possible collision course and, if so, what evasive action is necessary. Collision-avoidance instructions are presented to pilots on a cockpit display. FAA estimates that a TCAS II production model will have a unit cost in the \$45,000 to \$50,000 range. For that reason, a low-cost TCAS I is being developed for general aviation that will warn pilots of the proximity of other aircraft and, if the other aircraft is TCAS-II equipped, what evasive action it is taking.

Public Comments Invited On DOT Task Force

As mentioned in last week's INTERCOM, the Department of Transportation has established a task force to study and evaluate the employment environment that has existed and presently exists in the FAA en route and terminal air traffic control system. Purpose of this effort is to provide the FAA Administrator with an objective assessment of those employment conditions and of the management/employee relationship pertinent thereto. The three-member task force group is comprised of: Dr. Larry Jones, Dr. Stephen Fuller and Dr. David Bowers. The members request comments from interested parties. Comments must be received on or before Dec. 10, 1981. Interested persons are invited to submit written comments on this matter. Communications should be submitted in duplicate to: L. M. Jones, Task Force Chairman, P.O. Box 1762, Wichita, KA 67021. The written comments received and the final report will be available for inspection through the FAA following the publication of the report.

Health Benefits Open Season

The Office of Personnel Management has not officially informed us about Health Benefits Open Season, which would normally have started by this time. Obviously it has been postponed. FAA Headquarters will soon notify all Regions concerning the status of open season. We will release this information to all employees when it is received.

Dress Rehearsal For LAX Airport



Recently, the aircraft accident emergency plan of the Los Angeles International Airport was exercised. The test was to determine if all agencies involved in an emergency at LAX could respond to the airport and carry out their functions in a coordinated and timely manner. The plan is required by the FAA as part of the Airport Certification requirements of Federal Aviation Regulations (FAR) 139. FAA Airport Certification-Safety Inspector, Ernie McIntosh, Southern Airports Field Office, observed and evaluated the exercise. A critique was later held to evaluate the exercise and consider improvements to the plan. A--Ernie McIntosh and Ed McCollon, Assistant Manager, LAX, observe the TRIAGE of an "injured" passenger (actress) prior to her removal by ambulance to a hospital.



B--The time for the Crash-Fire-Rescue vehicles to respond to the "accident" was checked by Ernie McIntosh and John Dickinson, LAX Airport manager. C--Ernie McIntosh checks with Capt. F. Martin, the Ambulance Control Officer, to review the procedures of ambulance assignment and departure control of the "injured."



D--The on-scene Command Post communications is explained to Ernie McIntosh by Battalion Chief Joe Coaty of the Los Angeles Fire Department.

Awards

Outstanding With Quality Within-Grade Increase:

Ronald Oberlercher, Oakland Airway Facilities Sector (AFS).

Quality Within-Grade Increase:

Robert Whitely, Coast TRACON.

Norman Doetsch, Phoenix Air Traffic Control Tower.

Special Achievement Awards:

Philoki Barros, Oakland Flight Service Station (FSS).

Gaylen Larson, North Las Vegas Tower.

Robert Woods, Lancaster FSS.

John Nicholson, Benjamin Baker and Gregory Juro, Tonopah FSS.

Elva Waterman and Robert Olson, Coast TRACON.

Bruce Pertile, Tucson FSS

Bob Kingery, Santa Barbara FSS

Leslie Ross, Los Angeles Tower

Daniel Smutz, Fresno FSS

Carol Ehlert, Phoenix Tower, with "O" Rating.

Ralph Hiller, Brackett Tower

Francis Jonke, Litchfield Tower

Arthur Moses, Paso Robles FSS

Robert Woods, W. J. Fox Fss.

Jack Wimmer, Edward Matthews, Marshall Simms, Rawil Ismagil, Joe Grasso and Clifford Weinan, Airway Facilities Establishment Engineering Branch.

Letters of Commendation:

Marty Krueger, Ontario Flight Service Station.

Gary Yamamoto and Frank Kryda, Airway Facilities Establishment Eng. Branch.

Gary Downes, Oakland Airway Facilities Sector.

Charles Wallace, Ridgecrest West Airway Facilities Sector Field Office.

Letters of Appreciation:

Flight Data Communications Section at Oakland Air Route Traffic Control Center, and Leo Gordon, Flight Data Communications Specialist, Oakland ARTCC.

Larry Gardner, Engineering Technician, AWP-454, from San Diego AFS Manager.

Willie Villalobos, civil engineer, from Las Vegas Sector Manager.

Ralph Anderson, Accident Prevention Specialist, Sacramento GADO.

Richard Nielson and C. J. Tamplin, Sacramento GADO.

To the following AF Field Maintenance Party personnel from Red Bluff Sector Manager: Jim Emett, Foreman Road Crew, Tonopah, NV; Percy Djonne, Engineering Equipment Operator in Charge, Sacramento; and Joseph O'Connor, Engineering Equipment Operator.

Jack Wimmer, Richard Good, Kanny Kemp and Jim Randall, Establishment Engineering Branch, from Red Bluff Sector Manager.

James Burnside, William Galsote, Robert Anderson and Leon Roberts, AF Maintenance Operations Branch, from Establishment Engineering Branch.

Dick Morris, Paul Yantchook and Henry Harris, AF Maintenance Operations Branch, from the Airway Facilities Division.

George Kirkwood, Oakland AFS, from the Oakland Center AFS.

Jim Hussong, Chief, Oxnard AF Sector Field Office.

Harold Gelfman, Edwards Radar/Comm Sector Field Office.

Rita Avanzino, Reece Cameron, Earl Jensen and Dennis Nelson, San Diego FSS.

John B. Carroll and James D. Greenwood, San Diego FSS, from Chief, Santa Barbara FSS.

Charles Palmer and Richard Leary, San Diego FSS, from Chief, San Diego FSS, for assistance to Mission Bay Chapter of the Ninety-Nines.

Special Service:

Edward Kowske, Douglas FSS.

James Walsh, Jr. San Diego FSS.

Career Service Emblems:

35 years:

George Spingler, Electronics Engineer, AWP-453.

30 years:

Tom Ferguson, Civil Engineer, AWP-454.

Richard Uruchurtu, Team Supervisor, San Diego Flight Service Station.

25 years:

Tom Vandervelde, Principal Avionics Inspector, San Diego ACDO.

15 years:

Robert Garcia, W. J. Fox Flight Service Station.

Reece Cameron, San Diego Flight Service Station.

Hawaiian Personnel Honored



Top left: Don Polito, former Pacific Region Air Traffic, holds a White House letter and a portrait of President Reagan sent to him in recognition of his selection as the 1980 Federal Manager of the Year in the State of Hawaii. Anne Higgins, White House Director of Correspondence, who wrote the letter, said the President was "pleased to learn" of the selection and "appreciates the hard work and diligence which earned you this recognition." Photo by "Smokey" Glowanla.

Top right: Bob Ziegler (right), former Pacific Region Director, presents Wayne Machida, Procurement Agent, Logistics Division, the winner's plaque as the regional Employee of the Quarter for the period April-June 1981. Photos courtesy of George Mayachi.

Annual Christmas Mass

The traditional Christmas Mass for FAA employees will be offered on Thursday, December 17, at 7:30 a.m. at the American Martyrs Catholic Church, 624 15th St., Manhattan Beach, Calif. The church is located six blocks west of Sepulveda Blvd., between Laurel and Ardmore.

All employees are welcome to attend. Those who do attend are expected to use annual leave for the time spent away from work, or make up the time.

FTS Direct Dialing To Arizona

Effective Nov. 23, 1981, you will be able to direct dial to any telephone number in the state of Arizona, Area Code 602, from any FTS telephone in the contiguous 48 states. The procedure is the same as for any other off-net area: Dial your FTS access code, usually "8", then the area code "602", and then the commercial phone number. But keep in mind that this time-saving improvement in telephone service is for official use only. As a reminder, FTS calls are now billed on the minutes of usage rather than a per-call basis, so use your FTS lines wisely.

The News In Brief

Since the program to rebuild the ATC system began, the agency has hired 2,009 controller candidates. Of these, 928 were hired as GS-7s and 582 as GS-9s. Reemployed annuitants accounted for 289 and reinstatements for 210. Those reinstated were former employees who left the agency before the strike for reason other than retirement. Also hired in the last three months were 979 flight data specialists. Of these, 703 are furloughed pilots, 109 ex-military controllers and 167 people with related aviation experience. The ultimate goal for this flight data specialists program is approximately 1,500 employees.

● The Office of Management Systems recently took a close look at the directives that spell out how the agency should be run. Of the approximately 2,000 directives on file at FAA headquarters, AMS found 837 to be in need of revalidation and review. In this process, 48 directives--six percent of the total--were cancelled; 789 were assigned

new revalidation dates; and the office of primary interest was changed for 416. All of these changes, which cover field as well as headquarters operations, will be reflected in the Oct. 31 Washington Headquarters Directives Checklist.

● Now that inclement winter weather is on the horizon, the Office of Personnel Management has spelled out its "early dismissal" and "delayed arrival/liberal leave" policies. "Early dismissal," OPM notes, will be in effect when weather and street conditions are expected to create serious and hazardous afternoon and evening congestion. "Delayed arrival/liberal leave" will be used to help reduce the flow of morning traffic. Under this policy, supervisors may excuse a reasonable amount of absences when employees are late because of commuting delays. Also, under these "liberal leave" circumstances, employees may take annual leave or leave without pay without receiving advance approval.

Christmas Safety Precautions

With the holiday season approaching, it is again appropriate to be reminded of the many fire safety problems faced with the use of Christmas trees and decorations. Listed below are the basic guidelines which apply:

1. In keeping with the intent of Presidential directives concerning energy conservation, the use of electrical holiday decorations is prohibited.

2. There is no restriction on artificial, non-combustible trees, provided they do not obstruct corridors, aisles, doors, etc., and further provided that combustible decorations are not used.

3. No candles or other heat-producing decorations will be permitted.

4. All manufactured decorations, such as cotton batting, crepe

paper, flocking, etc., must be flameproof.

5. The use of natural trees is very strongly discouraged. When used, however, they must conform to the following:

a. The entire area near the tree must be clear of combustible materials.

b. The tree must stand in water or wet sand.

c. The tree must be clear of all exit ways.

d. No electrical decorative lighting is permitted.

e. The tree may not exceed two-thirds of the ceiling height, and in no case shall the tree exceed 15 feet in height.

f. The tree will not remain in the building over 14 days.

We sincerely appreciate your cooperation in making this a safe and enjoyable holiday season.

Civilair Travel Desk

Assistance is available to employees in planning vacations or everyday travel needs (non-business) and in obtaining the lowest possible fares. We suggest making your plans early to increase opportunities for fare bargains and obtaining reservations at locations desired. Visit or call the Civilair Travel Desk on Wednesdays (213/675-8003) or call 213/670-1180 on other weekdays--ask for Connie. Those in the field may prefer to avail themselves of this personal travel assistance by writing to the Civilair Travel Desk, 15000 Aviation Blvd., P.O. Box 92007, Los Angeles, CA 90009.

Civilair Christmas Toys For Tots

This is just a reminder that the Hawthorne Disaster Wing's yearly pilgrimage to disadvantaged children in the U.S. and Mexico is now in full force. Your contributions of toys are much appreciated. Weekly missions are being made to distribute the toys, and more toys are needed. Toys which are new or in good working order may be placed in barrels located in the lobby of the Regional Headquarters building, at LAX Hangar Complex, and at the Long Beach Aircraft Certification Office. Donations will be accepted until January 1, 1982. Thanks for helping these children have a Merry Christmas.



1982
LOS ANGELES COUNTY

STATUS REPORT

DIVISION	% Contributing by Payroll Deduction	% of Participation	Average \$ Donation
OFFICE OF DIRECTOR/STAFF	43	71	74
PERSONNEL MANAGEMENT	39	93	61
ACCOUNTING	18	61	21
BUDGET	40	40	182
LOGISTICS	40	65	55
MANAGEMENT SYSTEMS	74	84	98
FLIGHT STANDARDS	33	48	72
FIELD FACILITIES	35	55	66
AVIATION MEDICAL	80	100	67
FIELD FACILITIES	33	67	73
AIRWAY FACILITIES	29	51	57
FIELD FACILITIES	39	57	51
AIR TRAFFIC	54	76	93
FIELD FACILITIES	39	43	97
AIRPORTS	41	79	60
CIVIL AVIATION SECURITY	100	100	150
FIELD FACILITIES	56	90	46
FIFO	40	58	63
L.A. AREA A/C CERT. OFFICE	37	51	74
OVERALL AVERAGE	38	54	72

CONTRIBUTIONS TO DATE \$63,276.50
as of: 11/13/81

GOAL: \$68,615

Combined Federal Campaign Is Over

Through your help, the Los Angeles County Combined Federal Campaign nearly reached its goal of \$68,615.00. In fact, we came within \$5,343.50 of reaching it. Each employee who participated in and supported this effort should be proud of being an integral part in the success of this campaign. The following poem reflects the thoughts of the keypeople in this year's campaign:

Our Campaign is over, the results are now known.
The generosity of our employees has clearly been shown.
They all got together and answered a call,
And the help that they gave will be shared by us all.
Congratulations and thank you for caring!
Once again, we extend sincere thanks to our keypersons in the field who helped make this campaign a success. We know we would have exceeded our goal had we not been impacted by the recent union decertification, which resulted in a reduction of FAA employment in the Los Angeles County area, as well as the entire nation. Air Traffic employees, as a group, have always been one of our major contributors, and we have felt the loss of their support in this campaign. Those employees who stayed on their jobs and continued their support of the campaign are commended for their generosity. We are also all aware of the freeze on some hiring, reduced travel, training and other reductions in staffing. These reductions in the budget have been felt by all of us, along with the lid which was placed on our recent cost of living pay raise. In spite of all this, the recent changes in our work environment, reorganizations and transfers of functions, you responded to the needs of the less fortunate people in your community. Your rewards will be gained through the satisfaction of knowing you have helped a needy person, perhaps even yourself. A wholehearted "thank you" is also extended to those regional headquarters keypersons who worked tirelessly for the success of our campaign. These very special people include: Alice Vaccio, Pauline Geiger, Ed Herrera, Sherri McKenzie, Michael Peters, Robert Gallimore, Anne Clayton, Shirley Thompson, Roy Richards, Russ Hathaway, Jay Adsen, Gregory Smith, Norma Burt and Merrilyn Basham.