



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

Western-Pacific Intercom



FIRST PUBLIC MEETING HELD ON
AUTOMATED FSS SPACE ACQUISITION

COVER STORY...

February 16, 1982, marked another first for the Western-Pacific Region when the first public meeting in the nation was held on space acquisition for the automated flight service station program.

The meeting was held in Las Vegas, Nev., to explain space acquisition for the automated FSS program to airport representatives throughout the state of Nevada, and to invite offers for suitable space.

A second public meeting was held at Regional Headquarters on Feb. 18 for airports in the counties of Los Angeles, Ventura, Santa Barbara and San Luis Obispo, and a third meeting was held in Phoenix on Feb. 23 for the state of Arizona.

Additional meetings are planned for Ontario, San Diego, Oakland and Sacramento.

All in all, seven automated flight service stations are planned for California, Arizona and Nevada, and one FSS for Honolulu.

The Regional FSS Briefing Team consists of: Sara Richtman, Logistics Division; Dan Hedani, Airway Facilities Division; and Roy Richards and Billy Lee of the Air Traffic Division.

Cover photo: Roy Richards, Chief, Air Traffic Plans and Programs Branch, who chaired the first meeting held in Las Vegas. Cover photo by John Katsegenis.

CRITICAL FACILITIES NEED JOURNEYMAN CONTROLLERS

The agency has established a special incentive program in an effort to recruit full performance level controllers for journeyman positions in air traffic control facilities with critical personnel needs. Individuals selected for the positions would be expected to serve at the critically staffed facilities for two years. In return, the agency will guarantee payment of per diem during checkout (for up to 90 days), payment of permanent change of station costs, and a relocation option. This option allows the employee to select one of the following: (1) return to the old facility and position; (2) remain permanently at the new facility; or (3) transfer to one of three employee-selected facilities in the terminal or en route option. Employees taking the third choice would transfer at or below their current grade.

Employees who can be released from their current facilities and are selected for a critically staffed facility will serve there on a temporary basis until meeting certification criteria established at the facility. This assures a "no risk" opportunity for individuals selected since they will be able to return to their former positions if unable to meet the certification requirements. On checkout, the assignment becomes permanent and the two-year period begins. If appropriate, pay retention will be granted to any eligible employee entering the special placement program. Information on the complete program is contained in N 3330.47, Special Recruitment Program for Critically Staffed Air Traffic Control Facilities, which is now being printed and distributed.

AUTOMATED FSS
SPACE ACQUISITION
MEETING IN LAS VEGAS



Some of the members of the Regional Briefing Team on Space Acquisition for the Automated Flight Service Station Program in action:

Top: Sara Richtman, Chief, Space Acquisition and Management Branch, Logistics Division.

Middle: Dan Hedani, Airway Facilities Manager for the FSS Program.

Bottom: A glimpse of Billy Lee (background center), Air Traffic Plans & Programs, answering technical questions from the attendees.

Photos by John Katsegenis



PAT MORITA APPOINTED TO FEDERAL WOMEN'S PROGRAM POST

Pat Morita, Administrative Officer in the Honolulu Center Airway Facilities Sector, was recently appointed Associate Federal Women's Program Manager for Hawaii. In this capacity, Morita will coordinate FAA's Federal Women's Program activities in the Hawaii area. She will be the Western-Pacific Region's representative on the Honolulu Federal Executive Board's Federal Women's Council. In addition, she will be available to consult with FAA managers and employees on the special concerns of women. Morita began her FAA career in 1961 in Honolulu and served in the Airway Facilities Division, Regional Counsel's Office, and Civil Rights Staff, prior to her present Administrative Officer position. She was the Federal Women's Program Coordinator for the former Pacific-Asia Region from 1976 until 1979, and has served as President and Vice President of the Federal Women's Program Council.

MARRIED IN PLANE

Marriages may or may not be made in heaven, but the wedding plans of two employees at the Tech Center started out a lot closer to that location than most newlyweds. Linda Barber and Blair McClune were married April 2 in the aircraft they both fly for the Flight Inspection Field Office (FIFO) at the Tech Center, where both are airspace systems inspection pilots. They were seated in the plane on the FAA ramp in front of the Flight Operations building for the ceremony. Witnesses were Paul Wannberg and Ted Burnick, both with FIFO.

IN APPRECIATION

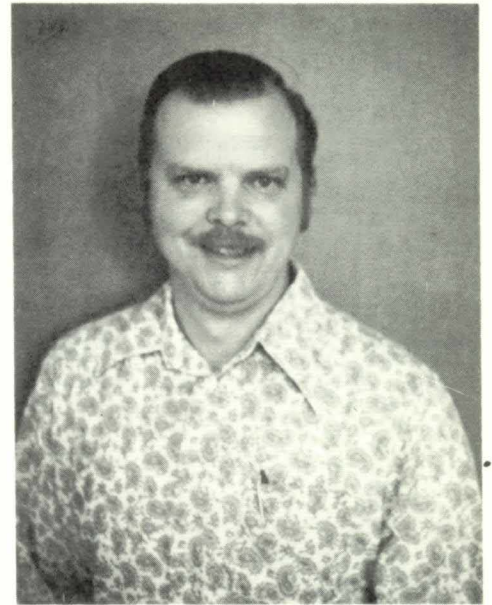
Craig Skinner, husband of Gladys Skinner, Personnel Staffing Assistant, Personnel Management Division, passed away unexpectedly on March 29, 1982. Gladys wishes to thank her many friends and co-workers for their thoughtfulness "during the hours when support from those who cared was really important."

THE NEWS IN BRIEF

- Light airplane sales, along with other key economic indicators, have suffered over the past two years with production dropping from a record high 17,811 in 1979 to 11,877 in 1980 and 9,457 in 1981. However, inflation and other factors have combined to boost the dollar value of the new general aviation airplanes by 34 percent over the same three-year period. According to the General Aviation Manufacturers Association, factory net billings went from \$2.2 billion in 1979 to \$2.9 billion in 1981.
- Commercial aviation and related business opportunities in Central and South America and the Caribbean will be the major topics in the agency's Latin American briefing to the aeronautical industry, scheduled for May 18-20 in Atlanta. Included in the agenda will be discussions of commercial opportunities in aircraft export, airport planning, navigation and installation programs and communications networks. The Administrator will open the meeting on the 18th with a keynote address.
- FAA is co-sponsoring a workshop on the Omega global navigational system at the Sands Hotel in Atlantic City, May 11-13. Discussions will focus on the various uses of the system ranging from small pleasure boats to sophisticated jet airliners. Various other related topics, including a comparison of Omega navigation with other systems, user acceptance, and transmitter and receiver technical problems also will be reviewed. The contact for registration materials is Ted Turnock, ACT-100B, FAA Tech Center, Flight Operations Building, Atlantic City Airport, N.J. 08405, or FTS 8-346-3913.

FAAER SHOWS COOL COURAGE

William "Nick" Heineck, radar technician-in-depth at the Long Beach Field Office, San Diego Airway Facilities Sector, has been recommended for a Huntington Beach, Calif., community service award for his courage in assisting a police officer in trouble. Nick was driving home one night recently when he saw a California Highway Patrol Officer struggling with a man on the other side of the freeway. Nick immediately called for help on his CB radio, and then went to the officer's aid. After the intoxicated motorist was safely in handcuffs, the officer said, "I was very glad to see Heineck coming. He was very professional. I even thought he might be an off-duty policeman." Nick himself replied with cool modesty: "Somebody had to do something. I just happened to be the first person there." Hats off to Nick Heineck for his professionalism and for being the kind of person we are all proud to know.



FURLOUGH DAYS CUT TO SIX

The economy drive at FAA is paying off with the result that the number of furlough days now is down to six from the original 12, and may be reduced even more. Although even six payless days constitute a hardship for many employees, FAA still is better off than many Federal agencies that have announced major RIF programs. For instance, the Bureau of Labor Statistics plans to RIF 50 employees in September; Mine Safety and Health Administration, as many as 700 in May; Occupational Safety and Health Administration, 110 this month; Urban Mass Transportation, 53, starting immediately; National Transportation Safety Board, 18, starting immediately; Census Bureau, 450, currently; Justice Systems Improvement Act Agency, 65, ongoing; Treasury, 100; and the Bureau of Indian Affairs and Bureau of Reclamation, 200 field staff jobs. Since these are estimates, the actual figures will probably change somewhat, but these are the ball park figures available now.

COVER PHOTOS NEEDED FOR INTERCOM

We are in need of black and white glossy photos, 5x7 or 8x10, that might be suitable for use on the cover of INTERCOM. All you need do is send the photo, carefully protected with cardboard, and a brief paragraph on what it is, to the Editor, INTERCOM, AWP-4P. The subject material we can use is endless, but to name a few--typical work scenes, weather extremes (snow, desert, flood, etc.), employees on the job, scenes of your facility, unusual photos such as icicles dangling from trees near an FAA site, or how about scenes from an air show--antiques, homebuilts, etc. Use your imagination. We will be happy to give photo byline credit to the photographer. The photos should be of excellent quality, sharp black & whites. For further information and advice, please contact Barbara Abels, AWP-4P, ext. 6431, at Regional Headquarters.

**CORRECT ADDRESS
FOR ONTARIO
TOWER/TRACON**

Since Ontario Tower and Ontario TRACON is now an administratively combined facility, all future correspondence for either facility should be addressed as follows: Ontario Tower/TRACON, 1130 S. Archibald Avenue, Ontario, California 91761. Please change your records accordingly.

**WIND SHEAR
ALERT PROGRAM HAS
"NO ACCIDENT" RECORD**

The Low Level Wind Shear Alert System (LLWSAS) program continues to make air transportation safer for U.S. passengers. So far, 57 LLWSASs are operational at U.S. airports, and the 58th is scheduled to be put in at San Juan International this month. The wind shear alert program began in 1978 when six systems were installed at airports with a history of wind shear incidents. Since that time, there has not been a single accident attributed to wind shear at any airport where the equipment has been installed. LLWSAS is a computer-controlled system consisting of a center field anemometer and five outlying anemometers positioned around the airport at a distance of one and a half to two miles. When there are substantial differences between the center field and remote sensor wind-speed-and-direction readings, an alarm is activated in the tower cab. The controller then can give appropriate warnings to pilots. In addition to the 58 current systems, FAA is planning the installation of another 51. Requests for proposals are expected to go out before the end of the month to potential manufacturers.

IN SPITE OF ICE

Sure, the plane crashed, but it crashed on an airport, and the pilot and his wife suffered only minor injuries. Considering what might have happened, they were mighty grateful to Leland W. Gupton and his assistant, John Lacey, of the Memphis en route center for getting off that easy. Gupton first knew there was trouble when he heard a voice on the radio saying, "We're carrying a pretty good load of rime ice." At first, he tried to help the frightened pilot by getting icing reports from other aircraft. But 13 minutes after the initial call, the pilot radioed in panic: "I have to get on the ground." Gupton and Lacey moved into high gear. While arranging for radio relays with other planes and setting up a possible precision approach for an alternate airport, they guided the now distraught pilot by radar to within one-half mile of the Walden, Mo., Airport. From there, the pilot radioed that he had "the airport in sight," and he flew the heavy plane to a crash landing on the runway, causing extensive damage to the aircraft. After the crash, the pilot wrote the center to say the controllers' "accurate and quick actions" and their "professional and courteous help" had probably saved his life. During the month of February, 57 flight assists were reported. Flight service stations were responsible for 23 of these assists, while terminal facilities accounted for 24, and centers handled 10. There were 95 persons on board the aircraft involved.

FAA INTERCOM is published weekly for FAA Western-Pacific Region employees by the Public Affairs Office. Send all articles and photographs to the Editor, AWP-4P.

FIRE PROTECTION SYSTEMS IN USE AT CENTERS

The Halon Fire Protection System is ready for use at all 20 domestic ARTCCs now that the last system passed a joint acceptance inspection at the Los Angeles Center with flying colors late last month. The system is installed in computer rooms to protect the computers in case of fire. The Halon System was chosen because the fire suppressant gas it releases will not damage the sensitive equipment, is breathable and will not cause clean-up problems later. In spite of the fact that the work was delayed by the controller strike, installation was completed at all 20 sites by the Ansul Company of Marinette, Wis., on time and below cost estimates.

WHERE HOPE MEETS HELP

The Valley Orthopaedic Clinic in Calexico, California, has written to thank FAA employees for their donations which totalled \$870.00 to further the work of the clinic with crippled children. The letter stated, in part, "We are very grateful to you, the employees of the Federal Aviation Administration, Western Region Headquarters, and to the Airway Facilities Group for what is a very generous donation. We hope that you will continue supporting this very worthy charity that... others have devoted so much of their lives to. The money will be used to bolster our depleted administration budget."

CAPSULE GLIMPSES...

MEET JOHN HULL, SAN DIEGO GADO CHIEF

John R. Hull was born in Gastonia, N.C., and started his aviation career while still in high school, working half-days at the airport. He joined the Civil Air Patrol (the volunteer civilian auxiliary of the U.S. Air Force) at the beginning of World War II and served at submarine patrol bases in North Carolina before joining the Marine Corps in Dec. 1942. He made his first solo flight and set sail on the sea of matrimony on the same day, Dec. 1, 1944.

After WWII, John worked as an aviation mechanic, flight instructor and fixed base operator in Fort Worth. He served as a Designated Aviation Maintenance Inspector and Designated Pilot Examiner for CAA/FAA before joining the FAA in 1959. His FAA career has included: Five years at the Houston GADO, six years as an instructor and course developer at the FAA Academy, five years as a General Aviation Specialist in the Western Regional Office, and two years as Chief, Ontario GADO. He has been Chief of the San Diego GADO since August of 1976. John and his wife Betty have reared five children and are again enjoying the peace and quiet of just having each other around the house.



NTSB REVIEWS OPERATIONS ON WET OR ICY RUNWAYS

The National Transportation Safety Board (NTSB) will hold a public hearing in Washington the "latter half of April" to consider issues associated with aircraft operations at airports when runways are contaminated with water, snow or ice. Particular attention will be given to issues arising from the January 23 DC-10 landing accident at Boston Logan Airport and the January 13 takeoff crash at Washington National. Other long-standing topics to be studied are:

- Runway conditions and maintenance during adverse weather and the criteria for limited flight operations.
- Certification of aircraft for landing and takeoff during adverse weather.
- Airport and FAA procedures with regard to runway conditions and the role of ATC in disseminating information.
- The state of research and development in runway friction measurements, clearing runways, and monitoring aircraft takeoff performance.

ACCOUNTING DIVISION RELOCATION

On March 29, the Voucher Examination (AWP-26A) and the Document Control Sections (AWP-26C) moved into the former Payroll Branch area in room 3E24. In addition, the Cost & Property Systems Section (AWP-22A), the Financial Reports & Analysis Section (AWP-26B) are now located in room 3E23. The only change in telephone numbers is the addition of extension 6144 in the Voucher Examination Section. There are no changes in the functional services provided by the Accounting Division.

RETIREE DEATH

The Airway Facilities employees at the Los Angeles Center received a call from Mrs. Guy Mancill, informing that Guy had passed away on March 18, 1982. Prior to his retirement in April 1977, Guy was an electronics technician with Computer Display Channel specialty at the Los Angeles Center in Palm-dale. Our sincere sympathy to Guy's family. Condolences may be sent to Mrs. Verna Mancill at: Rt. 1, Box 248, Williamsburg, Indiana 47393.

MADELEINE DUNN RETIREMENT LUNCHEON

Madeleine Dunn, Operations Program Specialist in the Airway Facilities Program and Planning Branch, is retiring on April 30 after 30 years of Federal service. A buffet luncheon will be held in her honor on Friday, May 7 at the Hacienda Hotel (\$8 per person). For information and reservations, please contact Angie Howdershell, FTS: 966-6416, COMM: 213/536-6416 by April 30.

FAA BOWLING BANQUET

The FAA Bowling Banquet will be held at Peppy's Restaurant, 2880 Sepulveda Blvd. in Torrance:

- 6 p.m. - Cocktails;
- 7 p.m. - Dinner (New York Steak);
- 8 p.m. - Awards Presentation and Door Prizes;
- 9 p.m. - til? Entertainment in the Lounge.

Price: \$11.35 per ticket. Tickets may be purchased from Bev Stevenson, X6518, anytime before April 22nd.