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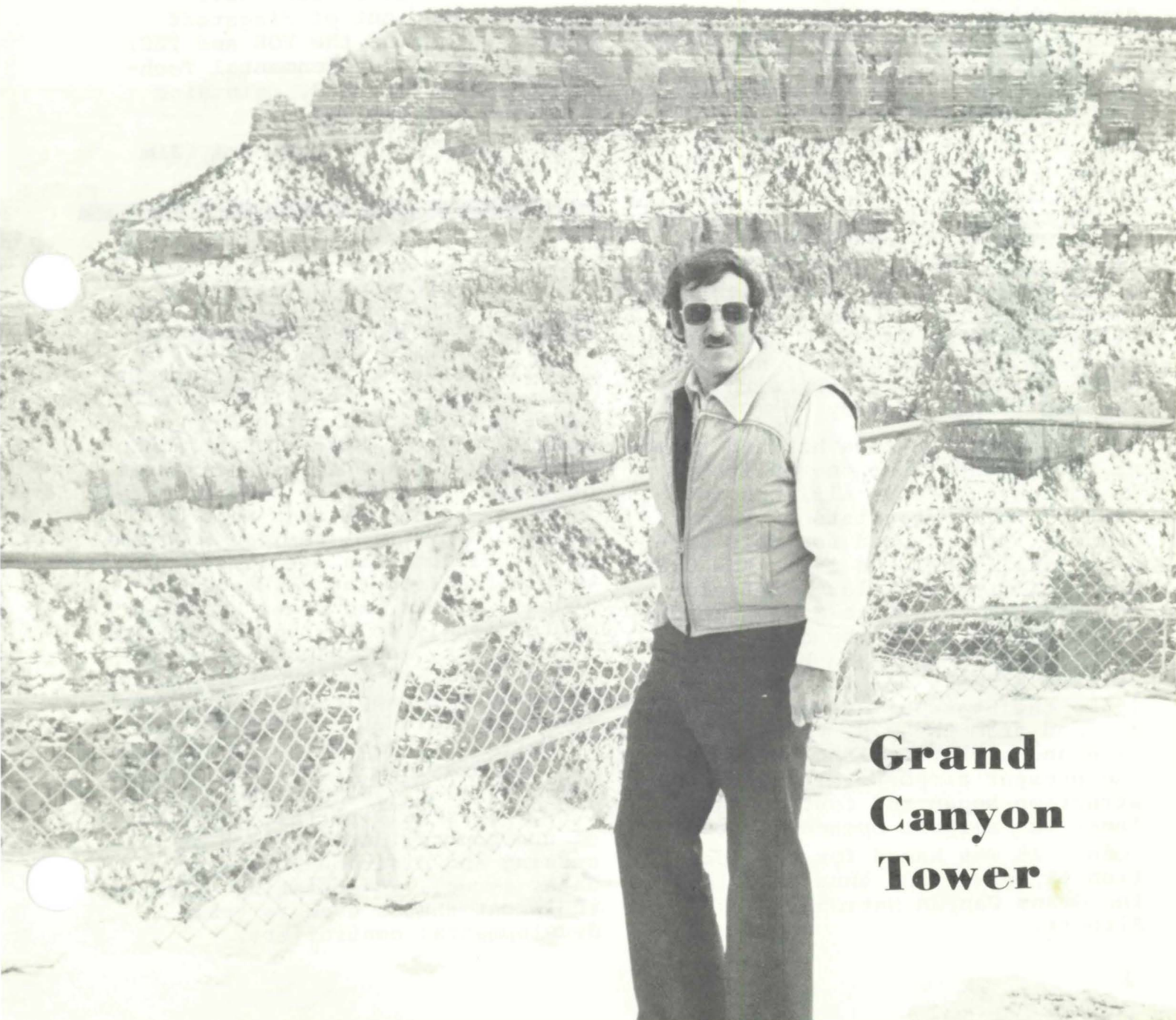
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U.S. Department
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**Federal Aviation
Administration**

Western-Pacific Intercom



**Grand
Canyon
Tower**

Cover Story

Grand Canyon Tower is located at Grand Canyon Airport, in northern Arizona in the Kaibab National Forest which boasts the largest Ponderosa Pine forest in the country. It is located six miles south of the Grand Canyon, one of the most beautiful of the seven wonders of the world.

The facility is a Level II (VFR) tower which operates 10 hours a day. Its chief, Jim Tokarski, and three controllers--Larry Barnes, Lee Holdeman and Cal Kinney--make up the facility complement.

Due to its remote location, FAA housing is provided for employees and is located in the pines at 7,000 feet. Community services include educational facilities for pre-school through high school and a medical clinic for outpatient and emergency service with a dentist available twice weekly. Recreation includes bowling, hiking, hunting, movies (in warm weather) with skiing and fishing nearby.

The Grand Canyon area has had three airports, the first one built by Grand Canyon Scenic Airlines in 1926-27 to fly tourists over the Canyon. It was used for this purpose until 1966. In 1941, the U.S. Army built an auxiliary airfield 25 miles south of the Grand Canyon which was purchased by a private individual in 1946 and became the primary airport for the area. In 1965, the State of Arizona purchased land from the U.S. Forest Service and a private land owner for the present airport. In 1966, construction began and four months later the airport opened for business. It was named for the location it served and thus is called the Grand Canyon National Park Airport.

Temporary Air Traffic Control services began on June 18, 1973 from a mobile control tower which the pilots called "The Little Tower on Training Wheels." On May 1, 1975, temporary services moved to the new permanent AVCO Tower and began year-round operations on May 1, 1976. Paul Baker was the first permanent Tower Chief.

Airway Facilities personnel are active in the installation and maintenance of facilities and equipment. The tower equipment is maintained by Dale Iberson, Electronics Technician out of Flagstaff AF Sector Field Office; Dave Frazier, also out of Flagstaff AFSFO, maintains the VOR and ILS; and Jim Kern, Environmental Technician, Prescott AFS, maintains the MALS and the VASI.

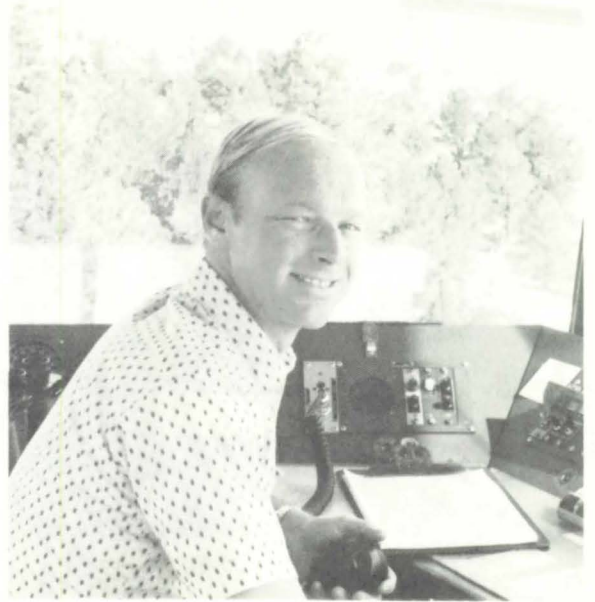
Cover photo by Jan Tokarski (Jim Tokarski's wife).

FDP Jobs Are Permanent

Applications for the new Flight Data Processing (FDP) positions in air traffic facilities are being accepted by the Special Examining Unit staff at the Aero Center from June 28 thru July 12. Approximately 1,300 of these positions must be filled. FDPs will replace the temporary Flight Data Specialists who were hired from the ranks of furloughed pilots and other aviation professionals following the controllers' strike last August. However, these temporary employees are being encouraged to apply for the new permanent positions. They are being encouraged to get more information and applications from their personnel office or job information centers. FDPs will perform a variety of non-control duties, such as processing and distributing flight data, as well as operating simulator equipment that's used to train developmental controllers.

Grand
Canyon
Tower
People

A



B

C



Grand Canyon Tower personnel:
A--Controller Larry Barnes.
B--Controller Cal Kinney.
C--Controller Lee Holdeman.
D--Facility Chief Jim Tokarski
with tower in background.

D



More Grand Canyon



C

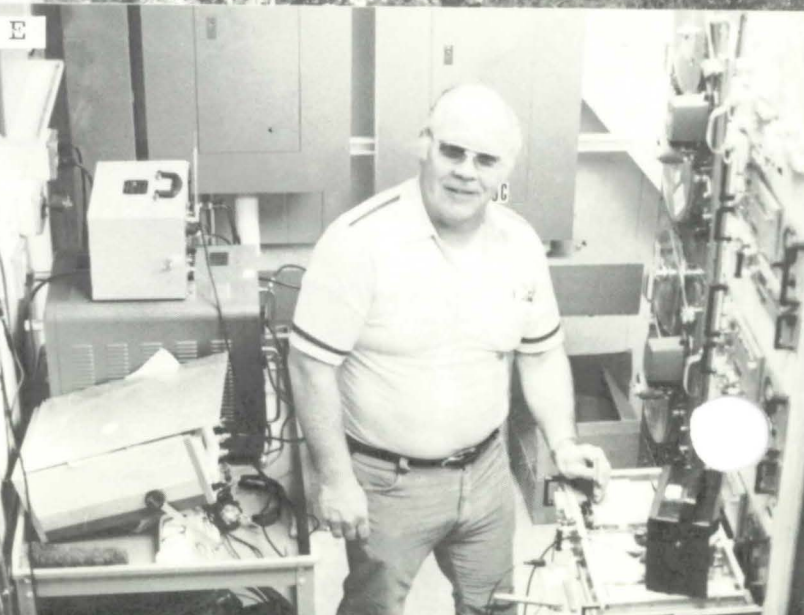


A

D



B



E

More Grand Canyon Tower scenes:

A--FAA housing which is provided for FAA employees.
B--During winter months, travel on the one road to the tower sometimes proves challenging.
C & D--Grand Canyon Airport
E--Dale Iberson, Electronics Technician out of Flagstaff Airway Facilities Sector Field Office.

ED HARRIS CALLS IT QUILTS AFTER 41 YEARS OF SERVICE

After 41 years and two months of Federal service, Ed Harris, Chief of Stockton FSS, has bid adieu to the FAA and retired to his vegetable garden. Ed started his career with the FAA at Tucson FSS in Dec. 1961 after serving 21 years as a swabby for Uncle Sam. Moving ever onward and upward, Ed moved to Lovelock FSS in March of 1963 and then on to Imperial FSS in 1964. In March of 1967, Ed's talents were recognized and he was promoted into his first supervisory job at Boise FSS. Ed's next jobs were as chiefs at Tonopah FSS, Douglas FSS, San Francisco IATSC, and concluding his long and illustrious career at Stockton from March of 1974. Ed's many friends and co-workers wish him a long and happy retirement--and may his tomatoes grow extra large and juicy!



Ed Harris (right) is congratulated by Wayne Rodrigues, his temporary replacement and Chief of the Sacramento FSS. Photo by Henry Bertuleit, Stockton AFSFO Chief.

Watch Mail Costs

Express Mail is very costly and should be used only when required to meet a need. It costs \$9.35 to send one ounce to two pounds regardless of the weight within that range. With the present pouch mail to Washington and Oklahoma City, Express Mail is a poor investment. Where cartons are being sent by Express Mail, they should be combined into one parcel where possible. A recent example was three pieces of mail from one facility to one office in the Regional Office: The first was a letter-size envelope, \$9.35; the second was a box weighing 35 lbs., \$30.60; the third was a box weighing 12 lbs., \$16.05;

total \$56.00. If they had been combined, we would have saved approximately \$20.00.

RESULTS OF THE MAIL SURVEY
Out of 73 facilities surveyed, 60 facilities completed the survey. Results: Mail from the Regional Office to the facility takes approximately three days. Mail from the facility to the Regional Office takes approximately three days. Daily averages: Regional Office to facility: Monday three days, Tuesday two days, Wednesday two days, Thursday two days, Friday five days. Facility to Regional Office: Monday three days, Tuesday three days, Wednesday two days, Thursday three days, Friday three days.

Accident Prevention Plan Holds up in Slack Period

Flight activity may be down but interest in flight safety never has been higher. At least that's the inference that might be drawn from statistics showing substantial increases in the activity levels of FAA's Accident Prevention Program during the first quarter of 1982. During this period, the number of agency-conducted safety seminars increased by 86 and the number of counselor-conducted meetings by 470 when compared with the same period in 1981. At the same time, total attendance at these meetings was up by 15,350. Also, despite the drop in flying activity, the agency issued 2,686 sets of wings in its

Pilot Proficiency Award Program, just about the same number as last year. Even more important, a total of 972 "advanced phase" wings were issued as compared to 489 in 1981. This figure reflects recent changes in the program designed to stimulate pilot interest in recurrent training by bringing them into the program earlier. Now, pilots who attend a safety meeting within 120 days of the time they are certificated will be issued Phase I wings. Subsequent phase wings are issued on a yearly basis to pilots who take three hours of dual from a certificated flight instructor and attend a safety meeting within a 120-day period.

World Spotlights weather

The June FAA World focuses on the Center Weather Service Units and says they have greatly improved the flow of accurate and timely weather information in the enroute centers. Moreover, it adds, the quality of information will be further enhanced as the new color weather radar monitors come on line. World also tips its hat to the Airway Facilities "sectors of the year" with a photo feature that recognizes the people who made winners out of Atlanta and Albuquerque. Also in the same issue are stories on how the Alaskan Region tamed its paperwork tiger through the use of computers, how the Technical Center is contributing to the ATC rebuilding effort by providing substitute on-the-job training for developmental controllers, and how Jacque Wilson, after transitioning from housewife, worked her way up through the controller ranks to become the first female Deputy Center Chief. Readers also will find the regular Feeling Fit and People sections.

Standards Set for Aircraft Child Restraint Systems

The agency has issued design standards for child restraint systems that are intended for use in aircraft. The specifications were developed after tests conducted by FAA showed that some types of child restraint systems designed for autos were not acceptable in an aircraft crash environment. Accordingly, FAA has adopted a Technical Standard Order (TSO) for child restraint system that builds on the National Highway Traffic Safety Administration's standards for those used in autos. For example, the FAA order requires that the system be able to restrain the child for at least "three seconds in the inverted position, be able to restrain the child in turbulent air, and be tested to show it can protect a child of the size and weight for which it is designed. The TSO does not require the use of the systems either by the airline or by passengers traveling with children. However, child restraint systems used during take-off and landing must meet the TSO standards.

Are You Really A Professional?

To be a "professional person" used to mean that you had a framed diploma on the wall, certifying that you were an accredited and licensed doctor, lawyer, member of the clergy or teacher. In everyday speech today, the term goes far beyond these so-called "learned" professions. No matter what line of activity is involved, anyone can aspire to be a "professional." There is no greater compliment that a person's associates can bestow than to say, "He or she is a real pro!" What the users of the term are talking about is the way the person in question performs on the job, and the unquestioned confidence that can be placed in the quality of the end result.

WHAT IT MEANS TO BE A "PRO"

Let's analyze the term. If someone is referred to as a professional, we can say that the term means at least the following:

- He or she knows the job. Motivation, ambition, and good intentions are all valuable assets, but the professional must be on top of the technical and craftsmanship aspects of the job. He or she has "served his or her apprenticeship" in required formal education and training and on-the-job exposure. His or her skill is solid, and he or she can't be fazed on any of the basics.
- He or she is experienced and "seasoned." This goes beyond the knowledge of theories and techniques. It means that the person also knows the

practical aspects of applying the relevant concepts and theories: the kinds of problems that come up in "real life" and how to handle them; the kinds of things that can go wrong, and how to be prepared for them; and, most importantly, the interpersonal relationships involved in getting the job done.

- He or she has job integrity. The pro won't compromise on quality standards, and above all can be relied upon not to misrepresent what has been done or what can or has to be done in a given situation.
- He or she has professional loyalty. This means that even at the risk of working against immediate self interest, the pro gives first priority to the possible effects of any of his or her actions upon the good name of his or her craft or profession.
- He or she is dedicated. The pro has "the mail must go through" or "the show must go on" attitude. He or she is working for more than pay, and on some occasions may work around the clock to see that a job gets done on time and in the right way. And finally, in every job-related act the pro makes it obvious that he or she has pride in his or her work and that there is no other kind of activity that he or she would rather be engaged in.

--Reprinted from the Civil Air Patrol, Squadron 112, newsletter. (Thanks to Ken Mays, Chief, Fresno FSS, for sending it in to us.)

Marysville FSS News

Jerry Marenich just returned from a well deserved two-weeks vacation to the High Sierras, Lake Tahoe and Reno. Bob LaBonte, better known as Mr. Health, is riding his 12-speed bike with a group of enthusiasts. They average 30 miles just for a warm up, and a good ride is 90 miles. A humorous part of this is that the leader of the pack is a mere 71 years young who is always concerned about the rest of his

average age of 50 followers. Congratulations are in order for Ron Ziegler and wife Michelle, who are expecting their first child this fall. Ed Campodonico has returned to work after an extended sick leave. He is on the mend and ready to tackle the summer traffic. Susan Gilliland recently took up the game of golf. She hasn't been able to say it's fun yet, just "How long does it take to learn to hit the ball?"

CBI Used for AT Training

Computer based instruction (CBI) soon will be used for the first time at air traffic facilities to train newly hired controllers. In June, AT field representatives met with Academy and headquarters training officials to begin developing CBI programs that will be used at the 20 domestic centers and 22 "pacing" airports. Staff work is underway to obtain CBI terminals for these facilities. Subjects to be taught by CBI include AT programs such as keyboard management, navigation aids and map reading. Using CBI techniques to train developmental controllers will substantially reduce the training load carried by classroom instructors at these critical centers and towers.

Furloughs Still Holding

Rumors about furloughs may be rife, but the fact is, no final decision has yet been made concerning the extent of the furlough. Current plans still envision six days. On the question of reducing this, the agency is still in a holding pattern, awaiting congressional action. Congress is expected to act on the agency's supplemental budget by the middle of July. The optimistic decision to gamble on favorable congressional action exposes the agency to the risk of accommodating the six days of furlough in a shorter period of time.

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-4P, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

The News in Brief

- A budget resolution, calling for a continuing four percent, cost-of-living annual pay hike for Federal workers, each October beginning this year, passed both the House and the Senate last week. The resolution, which is not binding at this time, also called for reductions in Federal employment to be accomplished through attrition. The nonbinding resolution indicates what Congress is shooting for and establishes Government totals for spending and the level of public debt.
- FAA has allocated some \$4.7 billion for airport improvements since Fiscal Year 1971, according to the "Twelfth Annual Report of Operations Under the Airport and Airway Development Act." The money went to fund 6,774 projects in all 50 states and the various U.S. possessions. The airport aid program is dormant at present because the authorizing legislation has expired. However, new legislation is pending in the Congress that would revitalize the program.
- The Aeronautical Center's Maintenance Analysis Center (MAC) is being phased out. Aircraft accident, incident, enforcement and service difficulty information formerly available through MAC now is stored in a time-share computer in Kansas City and can be obtained through computer terminals in regional offices.

San Diego AFS News

The Sector combination (Long Beach and San Diego Airway Facilities Sectors) has been completed and we here in San Diego welcome former Long Beach Sector employees to our family. Henry Robeson, Technical Support Officer, participated in "Career Day" at Torrey Pines High School. He received letters of appreciation from the Del Mar Rotary Club and Torrey Pines High School, commending him for his presentation of the work of the FAA and the career opportunities available in the agency.

Awards

Special Achievement Awards With Outstanding Ratings

Linda Klock, Management Programs Branch, AWP-63.

Raleigh Steegall, Technician-in-Depth, Fresno AFS.

Special Achievement Awards:

Juan Del Rio, Environmental Support Technician, San Diego AFS.

James Ingels, Nav/Comm Technician-in-Depth, San Diego AFS.

Robert Masch, Electronics Technician, San Diego AFS.

Dionicio Baca, Computer Center Operations Section, AWP-67D.



At left: Juan Del Rio (center), receives SAA from San Diego Sector Manager John Tompkins (right). At the left is Matt King, supervisor of the Environmental Support Unit. Juan is Environmental Support Technician at the San Diego Airway Facilities Sector.

Right photo: Gilbert Ceballos, Electronics Technician at San Pedro AF Sector Field Office receives a Quality-Within Grade Increase from Elmer Byrd (right), Chief of the San Pedro AFSFO.



Quality Within-Grade Increase Awards With Outstanding Rating:

Bruce Stuart, Jr., Van Nuys GADO.

Beatrice Mathewson, Word Processing Operations Section, AWP-67C.

Quality Within-Grade Increase Awards:

Edward Hammonds, Oakland FSDO.

Gilbert Ceballos, Electronics Technician, San Pedro AFSFO.

Powell Underwood, Civil Engineer, AWP-454.

Letters of Commendation:

Following Guam CERAP personnel: Marvin Rovner, Donald Kent, Jon Siverly, Robert Woodruff, Arno Kruger, Evans Bell, Chester Edge, J. L. DeVoll, Daniel Robinson, Mark West, James Teubert and John Sexton.

Micki Hines, Management Systems Division, AWP-60

Anita Johnson, Technical Support Branch, AWP-65, from AWP-200.

Letters of Appreciation:

Following Guam CERAP personnel: Marvin Rovner, Donald Kent, Jon Siverly, Robert Woodruff, Evans Bell, Dennis Cleveland, Arno Kruger, Richard Mullens, Chester Edge, Mark West, John Sexton, Daniel Robinson and J. L. DeVoll.

Steve Shackelford, Fresno FSS, from Clovis Adult Ground School.

Jimmy Huang, Supervisory Elec. Engineer, AWP-453, from Chief, SFO Tower.

Louis Soberanis, Santa Rosa AFSFO, from Red Bluff for work on STS VOR.

Olaf Gniechwitz, Santa Rosa AFSFO, from Santa Rosa & Napa Towers.

Paul Golden, Red Bluff AFSFO (ARSR), from Boron AFSFO (ARSR).

Dale Kuhn, Data Processing Branch, AWP-67, from AWP-460.

Fresno FSS Facts

So long and best wishes to Sandra Moore, Evaluation and Proficiency Development Specialist, who departed to Philadelphia Flight Service. She is missed by her co-workers and many friends. Welcome aboard to our new team supervisor, Richard Flores, from Portland Flight Service, and ATCS Blake Lewis, also from Portland Flight Service. Blake served a short tour at Fresno Tower before reporting to duty with us. Several tours were given to the Clovis Adult School (Private Pilot Ground School) by Bob Brewer, Jack Stemper and Steve Shackelford. Terry Lankford presented the GAR program at the GADO Accident Prevention meeting in Merced. FSS Chief Ken Mays gave a presentation at the Fresno County Sheriff's Aero Squadron meeting. Topics of information included GAR program, TWR/FSS part time temporary closures, TEC, FCH Charting, FAT FSS Expanded Flight Plan Area and Pilot Weather Briefing. Kurt Docken and Steve Mays, sons of Al Docken and Ken Mays, are recent high school graduates. Kurt will attend Cal-State University at Fresno and Steve is entering the U.S. Air Force on July 15.

Use-or-Lose Leave May Be Restored

Because of the extended nature of FAA's current exigency resulting from the strike, Office of Personnel Management has decided that forfeited leave can be restored after each leave year, provided it was appropriately requested, scheduled in advance and cancelled. Based on the OPM decision, servicing personnel and payroll offices are now in the process of reviewing and recording leave that has been appropriately approved for restoration from leave year 1981. As soon as the paper work is finished, this restored leave balance will show up on employee's Earning and Leave Statements. In addition, after meeting with FAA personnel officials, OPM has agreed to review exceptional restoration cases after the end of the exigency. At that time, FAA will make an appeal to OPM to extend the time limit for employees who have substantial amounts of restored leave--in excess of that which could be reasonably used within the regulatory two-year time frame.



Jim Ingels Retires

James R. "Jim" Ingels recently retired from the San Diego Airway Facilities Sector. A large group of co-workers, friends and family gathered to wish him well. Jim spent most of his FAA time at the San Diego Sector, coming there in 1957--and he will be missed. Among the accolades and gifts presented to Jim was a Special Achievement Award for his outstanding performance as Nav/Comm Technician-in-Depth. While Jim's career with FAA has come to an end, his career in electronics will go on. He retired on a Friday and by Sunday was on his way to Kuwait for a year with Dynasystems Technical Services. Good luck, Jim--and Happy Retirement! At left: Jim and his wife Wanda.