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(213) 536-6431



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San Diego ~ No. 1 GADO

Cover Story

Employees of the San Diego General Aviation District Office (GADO) were recently presented the FAA Western-Pacific Region Flight Standards Field Office of the Year Award. Presentation was made by Bernard Geier, Chief of the National FAA General Aviation and Commercial Division, and Dick Devereaux, Chief, Flight Standards Division.

The beautiful bronze-on-wood plaque (with DOT and FAA Seals affixed) is engraved as follows:

"Western-Pacific Region presents the 1982 Flight Standards Field Office Award to the San Diego General Aviation District Office for outstanding performance and significant contributions to Aviation Safety in Calendar Year 1981."

Some of those accomplishments and contributions were:

- An outstanding 33 percent reduction in within-district aircraft accidents and accidents involving within-district pilots, regardless of accident location, during 1981.
- A 45 percent reduction in the number of "low flying" violations in the district during 1981.
- A 44 percent reduction in "careless or reckless" types of violations in 1981.
- An 18 percent reduction in total reported violations.
- Development of numerous helpful computer programs by employees who have purchased personal computers for exclusive use on the job.
- Development of several innovative publications to establish and maintain better FAA communications with the aviation industry.
- Personally acquired radio monitoring equipment to improve safety surveillance at airports.
- Sustained highest quality level investigations and reports.

- Reduced the number of GSA assigned vehicles from seven large gas guzzlers to four economy cars.

- Saved the equivalent of more than one-half of one aviation clerk's time and significantly reduced clerical overtime by establishing an effective written test examiner program and scheduling within-office tests by appointment only one day a week.

- Supported the EEO/Affirmative Action Program in a noteworthy manner.

This is not a first for the San Diego Award-winning team. They received the Western Region Flight Standards Field Office of the Year Award the last time it was presented in 1979, and the National Flight Standards Field Office Award in 1974. They have also been nominated for the National Field Office Award and have been one of the finalists for that award on four other occasions.

Cover photo: The San Diego GADO team, from left--John Hull, Facility Chief; Jim Pendergast, Airworthiness Unit Chief; Roy Billings, Operations Unit Chief; Jim Denniston, Principal Airworthiness Inspector; Jack Smickle, Operations Inspector; Ken Goodsell, Principal Operations Inspector; Bill Matson, Accident Prevention Specialist; Al Matera, Jet Specialist; Scott Crosier, Operations Inspector; Virginia Agilar, Supervisory Aviation Safety Assistant; Don Smith, Principal Avionics Inspector; Arlene Rosenthal, Aviation Clerk; Cathy Clarkson, Aviation Clerk who recently resigned to pursue a Master's degree in Education; and Bob Griscom, Principal Operations Inspector and Official GADO Photographer.

Not available for the photo were Jan Bilyeu, Aviation Clerk; "Swede" Gamble, Operations Inspector; and Airworthiness Inspector Dick Harris.

Congratulations to a very dedicated, hard-working, winning team!

Palomar Tower Talk Talk

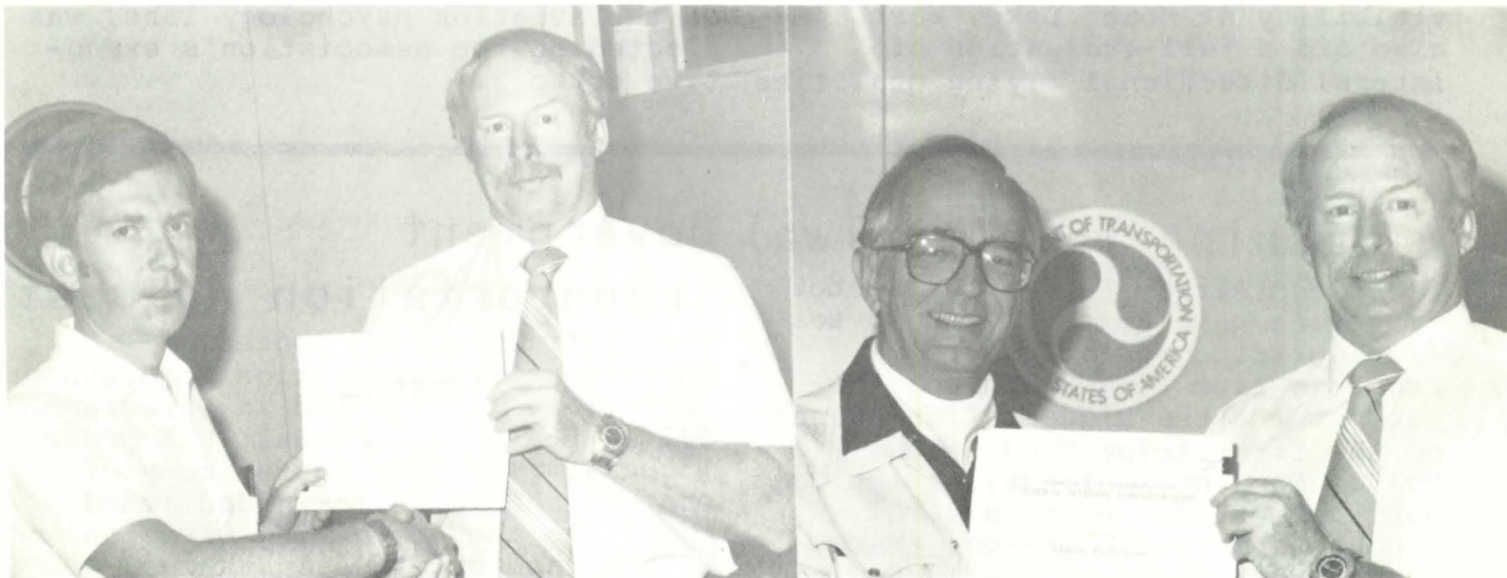
Here is the news from North San Diego County. Congratulations to Jim Hankins and Renee Giusti on being signed off in their first terminal facility. Holding down the balance of the controllers ranks is Carolyn Erwin. Ken Dean, on loan from Lindbergh Tower, and Carol Emerich are temporary team supervisors. Former Palomar controller Glen Kanow departed for the big time at LAX tower on June 13. Ed MacKnight, Jim Uruchurtu and Joe Rivera are the developmentals rounding out the group. Keeping our strong reputation as the prolific ones, the Rivera family welcomed a son on May 17 and the Uruchurtus welcomed a son on June 18. Mothers and children are doing fine. Fathers' situation is in question.

Correspondence Study Courses

In regards to the increased emphasis the Regional Director is placing on more effective communication and improved human relations, several good correspondence study courses are available through the FAA Academy. Listed below are some of the more popular courses:

- Writing Improvement
- Equal Employment Opportunity
- Basic Employment Practices
- Effective Organization of Work

Many others are listed in the FAA Catalog of Training Courses. Employees who wish to enroll in a course should fill out FAA Form AC 3145-2 and give it to their supervisor who will send it to the Academy. Correspondence study is rewarding, exciting and challenging--and who knows, it could help your career advancement plans. Sign up today.



SAN DIEGO GADO PERFORMANCE AWARDS -- Two Quality Performance Awards with Quality Within-Grade increases were recently awarded to employees of the San Diego General Aviation District Office.

Left photo: Ken Goodsell (left), Principal Operations Inspector, receives the QWIG from Operations Unit Chief Roy Billings.

Right photo: Bob Griscom (left), Principal Operations Inspector, also receives his QWIG from Roy Billings.

The News in Brief

● The agency's request for an extension of the one-year exclusion from Merit Pay still is at the Office of Personnel Management. Indications are that they may act favorably on it in the near future and forward it to the President with the recommendation that the exclusion be granted. The legal requirement to complete performance appraisals for Merit Pay employees remains in effect. However, supervisors of Merit Pay employees should not complete regular performance appraisals for the period of July 1, 1981 to June 30, 1982, pending issuance of revisions to the appraisal system, which should be available by August 1.

● The Administrator took time out during the last week in June for a first-hand look at another FAA responsibility--aircraft certification--when he test flew the Boeing 757 and 767 both of which are undergoing certification flight tests. He spent about 2 1/2 hours in each, flying numerous ILS approaches including one with single-engine with a 400-ft. ceiling and two mile visibility at Moses Lake, Wash. He also did a full evaluation of lateral directional flying qualities

to determine the aircrafts' stability and control. Of prime interest was how the aircraft stalls and responds to the pilot at low speed with flaps down.

● The National Transportation Safety Board rounded out its five-member complement recently by swearing in retired Navy Vice Admiral Donald Engen for a term that will expire Dec. 31, 1986. Engen has logged over 5,600 hours flying time in a wide variety of aircraft and has served in a number of aviation-related positions.

● Three doctors from FAA's Civil Aeromedical Institute in Oklahoma City have been honored by the Aerospace Medical Association and have been elected to prestigious positions within the association. Dr. David Schroeder, chief of the Clinical Psychology Research Unit, was elected president of the organization's associate fellows group. Dr. J. Robert Dille, institute director, was elected chairman of the association's history and archives committee. Dr. William E. Collins, chief of the aviation psychology labs, was elected to the association's executive council.

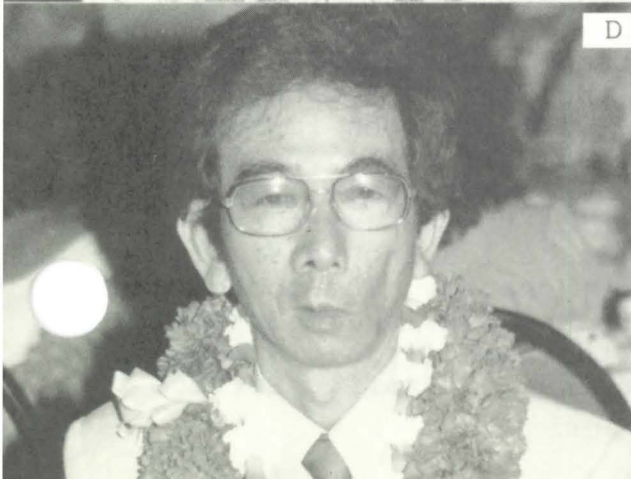
A Fishing Tale(or Two) Government

San Diego Airway Facilities Sector employees have hosted two deep sea fishing trips recently. Lee Wangerin from Long Beach won the jackpot for the biggest fish caught on the first trip; Fred Stubbe won(?) for the smallest; he let Tom Huber use it for bait, and Tom caught a fish with it--one that qualified for second smallest! Bob Kataoka of the El Toro Field Office came in first on the second trip--F&E (Wayne Olsen) came in second both times. It is our understanding that even those people who "never get seasick" had a few queazy moments, and there were a lot of sunburned noses around the next day.

Transportation Requests

The distribution of copies of Government Transportation Requests (GTR's) is illustrated in Paragraph 477 of the Travel Manual, FAA Order 1500.14. The buff (card) copy of the GTR should be forwarded immediately to the Accounting Division. We have had numerous instances when the buff copy was never received in Accounting. If these copies are not forwarded, it slows down the payment process and distorts accounting reports by understating the total obligations. The Accounting Division needs the cooperation of all travelers who use GTR's in correcting these problems.

FAAERS HONORED AT
HONOLULU FEDERAL DAY
LUNCHEON



Sixty-six Federal employees were recently honored at the 1982 Federal Day Luncheon sponsored by the Honolulu-Pacific Federal Executive Board. Among the honorees were four FAA employees.

A--Airway Facilities and Air Traffic personnel in the State of Hawaii were FAA's nomination for the Community Service Award, based upon exceptional devotion to duty demonstrated during the recent PATCO strike. The group was represented by Larry Downs (left) of Honolulu Air Route Traffic Control Center.

B--John Gordon, Manager, Honolulu ARTCC Airway Facilities Sector, was the FAA's Manager of the Year nominee. John has been with the FAA since 1961 and has served in various positions. His recent assignments have included Chief, Program and Planning Branch, Pacific-Asia Region. John's nomination was based on his outstanding management of FAA resources during the past year.

C--Rose Song, Personnel Management Specialist, Honolulu ARTCC, was the FAA's Employee of the Year nominee. Rose began her Federal career in 1950 and has, during her 32 years' service, occupied a number of clerical, staffing and administrative positions, culminating in her current position. Rose was nominated because of her highly efficient, yet sensitive, management of the Honolulu Center's personnel program.

D--Tadashi Kunimoto was FAA's Retiree of the Year nominee. Tad retired in 1981 after 28 years' service. His nomination was based on his professionalism and leadership qualities.

DOD Extends Details Of 180 Controllers

The Department of Defense has notified the agency that 180 military controllers can be retained at critically staffed ATC facilities for as long as 10 months after the original September 1 deadline. These controllers will gradually be returned to their military services until June 1983, when the last group is expected to leave their temporary FAA assignments. During the period immediately following the August 3 strike, 829 military controllers were transferred to FAA facilities. Currently there are only 439 of these controllers helping to run the system. By September 1, this figure is expected to drop to 180. In summing up the contribution of the military controllers, an Air Traffic Service official said that the cooperation and experience of these controllers enabled the agency to keep the system going during those critical days immediately after the illegal walkout.

New Simulator Approved

The first Phase Three pilot training simulator--the most sophisticated version envisioned in the FAA's Advanced Simulation Program--has been approved by the agency. The simulator, which is now in use at United Airlines' training center in Denver to train flight crew members in the Boeing 727, so faithfully reproduces the sights and sounds and motions of flight that pilots whose experience has been limited to twin-engine propeller aircraft can be type-rated in the 727 entirely on the basis of experience in the simulator. The agency's Advanced Simulator Program is intended to encourage the use of simulators for crew training both to save fuel and to allow training in emergencies that would be too dangerous to practice in actual flight.

Washington Comm Center Extends Coverage

The Washington Communications Control Center is gearing up to provide critical communications coverage for the Great Lakes (AGL) and Northwest Mountain (ANM) regions during the midnight shifts. Coverage for ANM will begin July 11 and for AGL, August 1. Instructions are currently being sent to field facilities describing the new procedures. Activities to be handled by the Washington facility include those concerning such things as air carrier accidents, all fatal accidents, midair collisions, hijackings, vandalism and sabotage, man-made or natural disasters and the death of an FAA employee on duty.

Three NAR Groups Complete Tasks

Three National Airspace Review (NAR) task groups wrapped up their first meetings in Washington in late June and began putting the final touches on approximately 50 recommendations for improvements in design and procedures in the National Airspace System. The recommendations, covering special use airspace, terminal airspace and U.S./Canadian airspace and procedures, will be reviewed by the Executive Steering Committee at its next quarterly meeting in October. Meantime, two other task groups--one on weather and the other on aeronautical charts--arrived in Washington July 6 to begin three weeks of meetings. The weather task groups, coordinated by Joe Strobel, air traffic specialist from the Central Region headquarters, will focus on improved methods of disseminating real-time weather in the National Airspace System, while the task group on charts will be looking to simplify and improve charts. The coordinator of this task group is Jim Burns, chief of the Cartographic Standards Branch in the Air Traffic Service.

Las Vegas AF Sector

Get well wishes go to Dick Jacobson, Chief, Angel Peak Field Office. Dick is home recuperating from a stay in Valley Hospital. Condolences to John Miller whose mother passed away recently. Jim Strawn received KUDOS for his AF presentation at the Aviation Safety Seminar held at the Convention Center.

Monterey Tower News

Harold Bitter, Air Traffic Control Specialist at Monterey Tower, will be retiring in August after completing more than 29 years of Federal service. A farewell party will be held for Harold on August 20 at the Outrigger Restaurant on Cannery Row. Cocktails at 7 p.m., dinner at 8 p.m.; choice of Baron of Beef, Chicken (barbeque), Mahi Mahi, or Fresh Bay Shrimp. The price of \$12 includes tax, tip and gift. Please call 408/375-1211 if you would like to attend. Welcome aboard to new ATCS, Dave Chasuk, who has transferred to the FAA from the DOD.

FAA Seeking Comments On "Age 60" Rule

The agency wants to take a fresh look at its regulation requiring airline pilots to retire at age 60 and has issued an Advance NPRM, published in the Federal Register July 8, asking the public to help design a program for gathering medical and performance data on older pilots that might support a change in the rule. FAA adopted the rule in December 1959 in recognition of the fact that a person's chances of suffering an incapacitating event increases with age. It applies to both pilots-in-command and co-pilots working for domestic, flag and supplemental air carriers and commercial operators of large aircraft. The FAA proposal is in part a response to the report of a special panel of the National Institute of Aging which studied the Age 60 rule at the request of Congress. This panel recommended that the existing age limit should be retained but added that FAA or some other appropriate Federal agency should start a systematic program to collect the medical and performance data necessary to consider relaxing the rule.

BOB MASCH RETIRES FROM SAN DIEGO AF SECTOR

After 40 years of government service, 20 with the U.S. Navy and 20 with the FAA, Bob Masch retired from the agency on June 25. He will be greatly missed by all. Among other things, Bob was presented with a Special Achievement Award for performance of Duties "above and beyond" at the FAA's mountain-top facilities at Julian, Calif. Bob's plans for the future include golf, hunting, hiking and enjoying his lovely mountain home with his wife, Harriet.

Right photo: From left--Al Grover, Chief, Nav/Comm Unit No. 2; Bob Masch; and Sector Manager John Tompkins.



New Positions Proposed

The agency has proposed the establishment of Designated Airworthiness Representatives (DARs), who would perform certain functions on behalf of the agency and free FAA personnel for other, more significant duties. This new class of designee would be authorized to do such things as issue export certificates of airworthiness, conduct conformity inspections for modification programs, issue airworthiness certificates for aircraft that have been modified, and certificate components produced under bilateral airworthiness agreements. The DARs, who would work under FAA supervision in the same way that Designated Engineering Representatives and Designated Manufacturing Inspection Representatives do, would allow FAA inspectors to concentrate on other safety matters. They also would help reduce delays that aircraft owners sometimes experience in getting the required certifications.

Glenn Earl Retires

Sacramento AF Sector's Radar/Automation Technician-in-Depth, Glenn Earl, is retiring after 30 years of Federal service. We welcome all of Glenn's friends to join us in celebrating with him. A retirement dinner will be held for him on August 6, 6:30 p.m., at the Sacramento Army Depot Officer's Club on Fruitridge Road (enter through main gate). The cost is \$11 per person which is payable in advance no later than August 2. Make checks payable to M. Albrecht and send to Sacramento AFS, 2725 Kilgore Road, Rancho Cordova, CA 95670. Make reservations by calling Lynn at FTS 448-2348 or Mike at FTS 448-3126. Reservations must be made by August 2. We hope to see all of Glenn's friends for his special night.

Human Relations At Work

One of the concepts inherent in FAA's new human relations policy is that employees should have a greater voice in problem-solving. That's why Deputy Administrator Michael Fenello turned to the top-ranking secretaries in Washington headquarters recently when he was looking for ideas on how to expedite Congressional mail. Fenello met personally with the secretaries to solicit their help and received a broad range of realistic suggestions as a result. These included more direct involvement by office and service heads, reduced intra-office and inter-office coordination and hand delivery of time-critical correspondence. And, yes, Congressional mail is moving faster.

Administrator Changes Major Acquisition Programs

Significant changes in how FAA will manage major acquisition programs were outlined recently by the Administrator in testimony before the Senate. He said that a program manager will be appointed for each major system acquisition as has already been done for the advanced automation program. The program manager will have the authority to "contract" work to other FAA line organizations, enabling him to utilize across-the-board FAA expertise. Other changes detailed by the Administrator include establishing an independent audit function under the Associate Administrator for Policy and International Aviation to evaluate program performance, schedule and cost, and identify problems. In addition, the Administrator said the FAA Aviation System Acquisition Review Committee (ASARC) will be refocused and reconstituted under his chairmanship.

Guam CERAP Involved In War Games

Guam CERAP was recently engaged in supporting one of the largest joint venture missions in that part of the world since World War II. The venture included aircraft from three aircraft carriers; Air Force, Navy, and Marine Fighters from the Philippines, Japan, and Okinawa, E3A's; and local based B-52 and KC-135 aircraft. The objective of the mission was for Friendly Forces to detect and intercept an enemy attack on Guam. The designated enemy groups were carrier based and Friendly Forces were Guam based. Guam CERAP was more or less neutral knowing the proposed plan for both sides. The war games took place in the warning area and a predetermined reserved airspace area which encompassed the northern part of CERAP's airspace.

Early in the planning stage of this exercise, Guam CERAP personnel participated in planning conferences and coordinated the necessary airspace with the users, PACMARF and Honolulu ARTCC. They also provided invaluable assistance to the users in preparing the necessary stationary and moving altitude reservations, in disseminating the daily flight schedules and flight

plan information, and preparing the CERAP to participate. They spent many extra hours in meetings with the participants and in preparing for and briefing the CERAP operational personnel. All this was done in a very professional manner. During this mission Guam controllers worked periods of extremely heavy traffic, a large percentage of which was high speed fighter type aircraft arriving from all directions, many being in low fuel status due to mission length. These aircraft had to be sequenced into the normal traffic flow. Coordination and handoffs were given and taken from personnel from another environment with methods other than the norm. Pop-up traffic had to be identified among areas of numerous targets. On occasion, the controlling aircraft would seek assistance in helping locate or keep track of aircraft in the refueling area. To make the task even more difficult, "Zip Lip" operations are utilized to fool the enemy. These operations forced timing and vector techniques to be critical. All Guam CERAP personnel are congratulated for a "job well done" during this exercise.

Western-Pacific Air Traffic Recovery

The FAA Western-Pacific Region Air Traffic Recovery is moving along well. We, of course, are heavily involved in the training of our Air Traffic Control Specialists. Many have reached full controller status since last August 3, 1981. Approximately 1480 former controllers were lost from the system as a result of the strike. This left us with about 560 working controllers in addition to supervisory, military and staff persons still working. At the present time about 800 additional controller personnel have been added to the Region's work force. Air traffic activity is either at or closely approaching

the pre-August 1981 levels at our three major air carrier airports-- Los Angeles, San Francisco and Las Vegas. The same is true of our three Air Route Traffic Control Centers (ARTCCs)--Los Angeles, Oakland and Honolulu. Some other locations are actually exceeding the previous year activity levels. The training is a tremendous workload in our facilities, but is being conducted with a positive approach by highly motivated controllers and supervisors. The newly hired personnel are equally motivated and a welcome addition to the workforce.

Travel Purpose Categories

A recent supplement, WP SUP 69/NM SUP 64, to the Travel Manual, Order 1500.14, dated 3/15/82, requires that the purpose for travel be entered in the accounting classification block on each travel voucher (SF-1012 or SF-1164). This requirement has been published in OMB Circular 82-11, "Curbing Excessive Travel." Very few of the travel vouchers received since the effective date of this supplement have had this information on them. Authorized approving officials should insure that the correct purpose for travel is annotated on travel vouchers before submitting to the Accounting Division for payment.

Kudos To El Monte Controllers

While working an otherwise quiet weekday afternoon at El Monte Airport recently, Specialist Bob Young and developmental controller Don Kirby were involved in a "save" of a different kind. While in the process of directing an aircraft to the transient parking area, they noticed that a pilot who earlier had been working on his aircraft in the area, was now lying on the ground under the wing, apparently unconscious. After notifying the El Monte Fire Department and Los Angeles County Airport Operations personnel, the two began a rather anxious watch while several bystanders did what they could to help the heart attack victim while awaiting professional help. By coincidence a private ambulance company had already dispatched an ambulance to the airport to make connections with a "LIFEGUARD" air ambulance flight that was inbound to El Monte. The private ambulance company arrived a couple of minutes before the fire department ambulance and after ten minutes of on-scene treatment, the two companies were able to restore the patient's heartbeat and transport him to a local hospital.

SAA For Lenny Evans

Lenny Evans, Environmental Systems Technician at the Los Angeles Airway Facilities Sector (LAX AFS) recently received a Special Achievement Award for his outstanding efforts in keeping the environmental systems operational at LAX.

Below: Lenny Evans (left) is congratulated by Wally Ward, LAX AFS Manager. Photo by Yukio "Mo" Mochizuki.



Sacramento AF Sector News

Congratulations to Marianne Deuster, Electronics Technician at the McClellan ARTS Sector Field Office; Ron Webb, Electronics Technician at the Stockton Radar/ARTS Sector Field Office; and Henry Selvig, Electronics Technician, at the McClellan Radar/Comm Sector Field Office on their recent promotions. We also welcome Barbara Kish from Red Bluff Sector Office as our new Administrative Officer.

FAA WINTER
BOWLING LEAGUE
FORMING



It's that time again!! The FAA Mixed Bowling League winter season will begin on Friday, September 17, 1982. We are limited to 16 teams-- so hurry, first come, first served. Teams will consist of four people, including at least one female. We will once again be bowling at the South Bay Center in Hawthorne. For further information/team sign-up, contact Mickey Martinez, League President, 536-6164; Cheri Tucker, Vice-President, 536-6198; or Betty Prescott, Secretary, 536-6343. Deadline is Tuesday, July 20. Don't get left out in the alley.