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Cover Story

The San Francisco Air Traffic Control Tower is located on the central terminal building at San Francisco International Airport.

Featured on the cover are Tower Manager Jack Ryan (right) and Airway Facilities Field Office Manager Tony Beals, who were observing construction which started in December 1981 for a new central terminal building and control tower. The new facility will include a large Wilton-Becket eight-sided tower cab 40 feet higher than the existing structure and will also be located on the central terminal building.

Construction should be completed during the summer of 1983, and the tower commissioned in the spring of 1984. All Air Traffic and Airway Facilities personnel who are enduring considerable disturbance and inconvenience during demolition of the central terminal are looking forward to a "quiet" new facility.

Like most air traffic facilities since August 3, San Francisco Tower has been an exciting place to work with many additional challenges. The recovery effort has progressed very successfully at San Francisco due to exceptional performance from the many new employees as well as from the old timers remaining and the excellent cooperation and support received from the Airway Facilities team.

New air traffic personnel include six experienced controllers from the military, seven former San Francisco controllers/supervisors on "temporary" detail, six furloughed pilots, a rehired annuitant, and eight newly-hired controllers. The Airway Facilities Sector Field Office is staffed with a manager and 17 electronic technicians.



Jack Ryan (above), Manager of the San Francisco Tower, and Assistant Manager Joe Palumbo (below) lead a staff of 40 in the reconstruction and revitalization of the Air Traffic Control system at San Francisco.

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San
Francisco
Tower



A



B



C

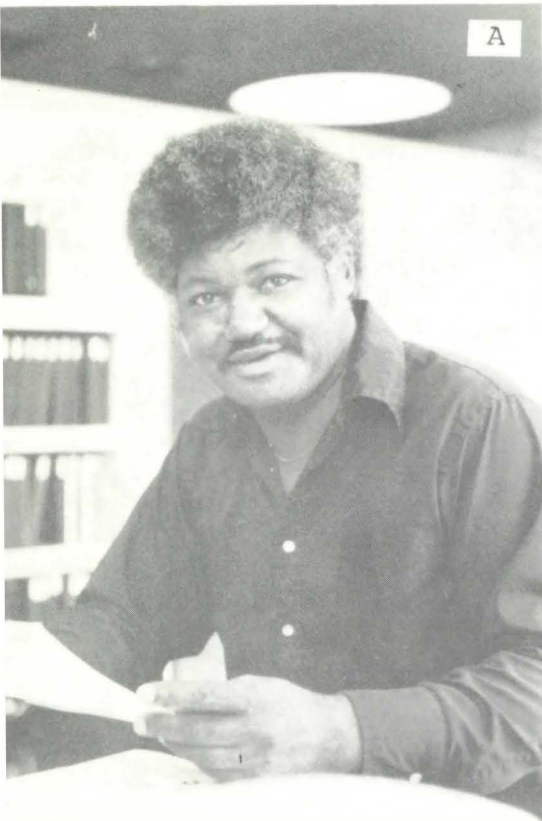
A--Jim Brantley, Plans & Programs Specialist, is training Air Force Master Sergeant Charles Byrd on local control, while Dan Martin performs ground control functions. Dan is a Monterey Tower supervisor on detail to San Francisco.

Standing behind Dan is Team Supervisor Dave Bahem. Photo by James White of Lens on Wheels.

B--Karen Marinos (left), Clerk-Stenographer, and Earlene Graham, Clerical Assistant, in their hard hats. This attire has become routine procedure for San Francisco Tower employees due to the extensive demolition and modernization program underway.

C--From left--Electronic Technicians Steve Urquhart, Arnold Lee and Jack Matthews review some of the architect's drawings for the new facilities.

More San Francisco



More San Francisco Tower personnel are:

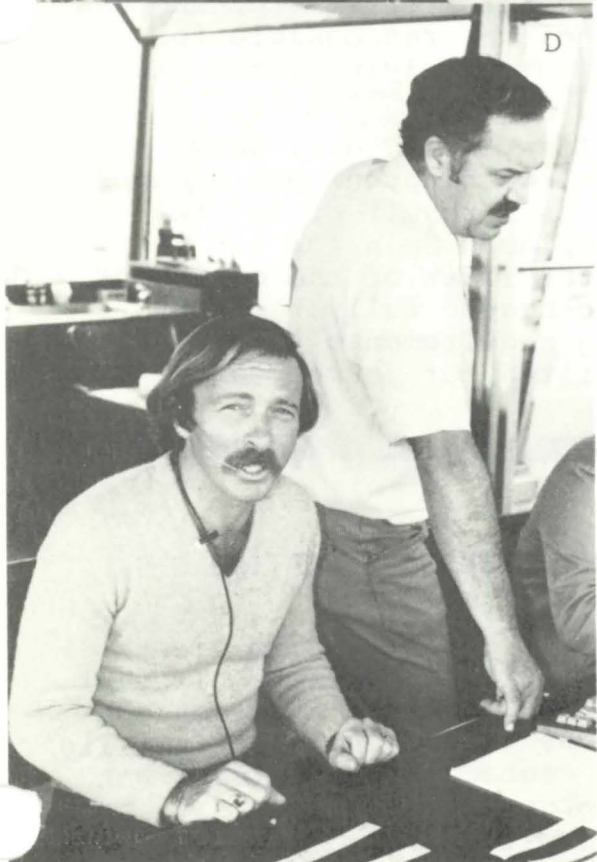
A--Plans and Procedures Specialist Jim Brantley at work in his office (a rarity since Jim is normally required to work in the tower cab).

B--Controller Tom Perkins (left) and Team Supervisor Dave Bahem at the ground control position.

C--Members of the San Francisco Tower Facility Advisory Board during their first meeting are, from left: Ron Sautter, Ralph Lent, Chris Overmoe and Tony Stas. Not shown is Art Corwin, another Board member.

D--Flight Data Specialists Tim Smith (left), working clearance delivery and Gary Ryan at the flight data position. Tim is a furloughed Golden Gate pilot and Gary was a pilot for United Airlines.

More
San
Francisco



More San Francisco people are:

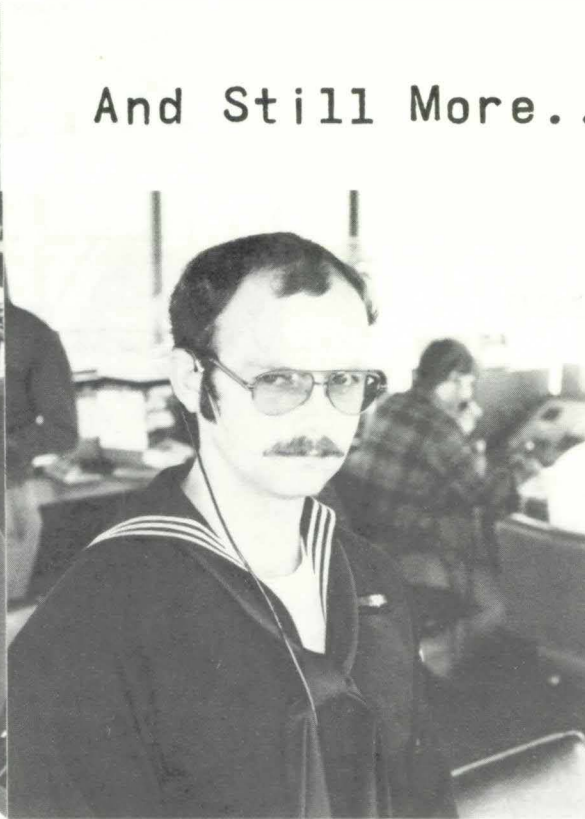
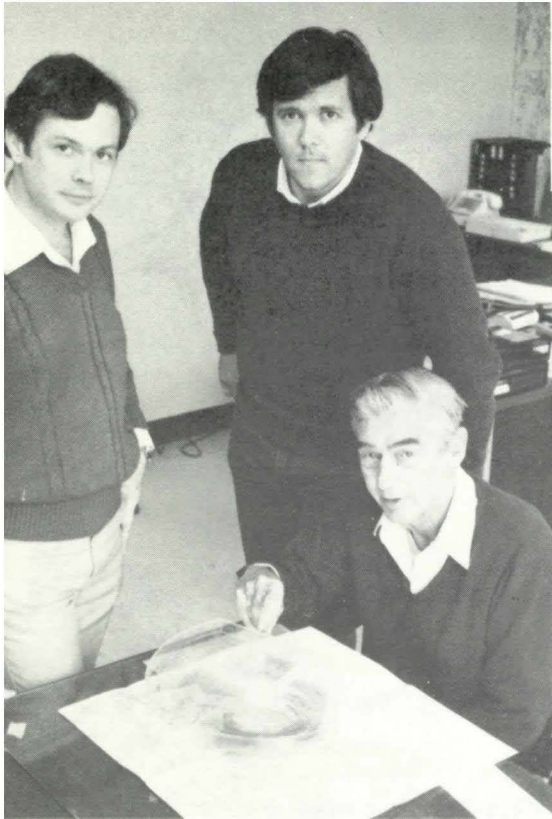
A--Ruthann Couch, a former Air Force Officer, was among the first group of new developmentals hired at San Francisco after the controller strike. Although she had no prior tower experience, she is breaking records in her excellent progress.

B--Air Force controller Chris Reynolds (left) and Navy controller Sean Cullinane. Chris is working "local control" position and Sean is training new controller Tom Cratty (right) on radar coordinator functions.

C--Electronic Technicians Barnett Gilbert (left) and Jim O'Connor check operation of some tower equipment.

D--Bob Haygooni (left), furloughed United Airlines pilot and current Flight Data Specialist, is busy issuing clearances to departing aircraft. Former Marysville Tower Chief, Art Corwin (right) reviews departure delay times received from the Central Flow Control facility. Art is currently detailed to a team supervisor position at San Francisco Tower and was recently elected to and serves as chairman of the Facility Advisory Board.

And Still More...



And still more San Francisco Tower personnel are:

Left: Flight Data Specialists Terry Stout (left) and Mark Riesterer are being briefed by Don Bennet, Evaluation and Proficiency Development Specialist, on the San Francisco Terminal Control Area (TCA). Don Bennet (seated) is a former San Francisco Tower supervisor who retired in 1974 and was rehired last August after the controller strike. He has been one of the busier specialists at San Francisco, responsible for training the new tower workforce. Terry is a former Flying Tiger pilot and Mark Riesterer flew for Golden Gate.

Right: Sean Cullinane, Petty Officer First Class, AC-1, U.S. Navy (stationed at Whidbey Island Naval Air Station, Washington) was assigned to the San Francisco Tower on August 5, 1981, as a result of the FAA controller job action. San Francisco Tower applauds Sean for his excellent performance and dedication. He is the first of the military controllers assigned to San Francisco Tower to become fully facility rated and completed all qualification training requirements in only 36 percent of the on-the-job training time authorized for journeyman certification.

ADMINISTRATOR'S VIDEOTAPE ON IMPROVING COMMUNICATIONS & EDUCATION

Copies of the Administrator's videotape on "Improving Communications and Education" have been sent to every FAA Representative and selected facilities throughout the Western-Pacific Region. Each

employee is encouraged to view the Administrator's tape. If your facility has not yet had a chance to see the tape, have your facility manager contact his/her local FAA Representative.

NEW DIRECTIVE SETS UP HUMAN RELATIONS COMMITTEES

The agency took another major step in its human relations program recently when the Administrator signed a directive establishing human relations committees throughout FAA. These groups will provide the local forum for two-way communication among employees, supervisors and managers. Management will have a format for speaking directly and openly to employees, whereas employees will have the opportunity to express their views, ideas and reactions on matters which affect them and their work. The committees are expected to provide well-thought out, practical recommendations on improving working conditions, applying personnel policies and implementing organizational policies. They are not intended to serve as vehicles for airing personal complaints or "gripes" which will continue to be processed through the existing grievance channels. Advance copies of Notice 1110.86, Human Relations Committees, have been issued and will be distributed to the branch, field office and facility level.

BOEING-757 HALF WAY THRU FLIGHT TEST PROGRAM

At the Boeing Company, it's one down and one to go. With the 767 now approved by FAA for commercial service, the company has focused on the certification of the 757 and expects to achieve that goal in December. The 757 currently is more than half way through its flight test program with four airplanes in the air and a fifth scheduled to join them in the near future. The 757 is twin-engine standard-body airplane designed for the short-to medium-haul market.

WE STILL GET LETTERS

The first anniversary of the PATCO strike has sparked a renewed flow of letters from pilots and aircraft operators thanking FAA employees for the outstanding job they have done in keeping the air traffic control system running at such high levels of safety and efficiency. An example is a Mailgram from the flight crews at Tenneco Aviation that said: "The United States Airway System is being operated by the leading team of controllers ever assembled in its history. ATC control is at its best ever and getting better every day. Congratulation to the fine staff of controllers who have worked so very hard these past 12 months." And the Director of Aviation for the 3M Corporation noted that FAA employees at all levels "are putting 'Aviation' back in the middle name of FAA." He added that "One of our company's flight crew members summed it up by saying, 'It feels like we're all on the same team again.' Thank you."

EXECUTIVE SEMINAR SCHEDULED

As a result of FAA's increased emphasis on human relations and improved supervisory performance, agency executives will be attending a special three-day seminar at the Management Training School (MTS) in Lawton, Oklahoma. Generally, this applies to SES executives, although some NON-SES execs will be included. The seminar will familiarize executives with the facilities, course content and training methodology used at MTS for training new supervisors and managers. It also will help the executive bring their own supervisory programs more in line with the principles and practices taught at the training school. The first session of the executive seminar will begin August 31, and the second on September 21. Six additional sessions are scheduled for 1983.

FAA PILOTS GET FIRST TYPE RATINGS IN NEW PLANE

Three FAA pilots were among the first seven airmen to receive Type Ratings for the recently certificated Boeing 767. Northwest Mountain Regional Director Charles R. Foster presented the ratings to Dean Melton, Manager of the Flight Test Branch in the Seattle Area Aircraft Certification Office; Dick Davenport, Chairman of the Flight Operations Evaluation Board and Manager of the Seattle Area Aircraft Evaluation Group; and Tom Anderson, the FAA Principal Operations Inspector for the Boeing Company. The other four pilots to receive 767 Type Ratings from Foster during a special ceremony at the Boeing plant in Everett, Washington, work for the manufacturer. All seven pilots flew the new twin-engine wide-bodied jet during the certification program.

LOS ANGELES CENTER AFS

Welcome aboard to: John (Mike) Spilman who returned to the Los Angeles Center from the Academy and to William (Bill) Harper who came from the Maui Sector Field Office. Thomas Marshall is heading for the Houston Center. Good luck, Tom and Lolita, on this new adventure! Congratulations to Robert Durben, who passed the State EIT exam.

PARIS, MONTREAL JOBS OPEN

There's an opening in Paris for a Technical Officer--Communications-- and an opening in Montreal for a Field Purchasing Officer with the International Civil Aviation Organization (ICAO). Salary for both positions is \$30,518 with a tax-free net of \$21,600 to \$23,104. Applications are due in API-19 September 17 and August 28 respectively. Information about salary, duties qualifications, applications and benefits is available from personnel offices.

CIVILAIR NEWS

● We would like to obtain enough orders to purchase 20 to 25 pins quoting the saying "I was there on Aug. 3, 1981." Prices range from \$4 to \$4.25 according to the order size. These are red enamel pins with the FAA seal and are very colorful. Contact your Civilair Representative. ● Our Civilair FAA picnic was a big success and an enjoyable time was had by all. We wish to thank our recreation Representative, Mary Ann Presson, and all who participated in helping to make this an unforgettable event. Thank you all.

● Civilair's next big event is the Dinner Cruise. Reservations are being taken for the Aug. 28 Harbor Cruise which is limited to 20 people. There will be another cruise on Sept 18. price is \$19.95 lots of entertainment and good food. Please call Elaine Carter, Ext 6333, FTS 213-966-6333.

● Great news for FAA employees: Save 50 percent on Jack LaLanne's European Health Spa fee. Only \$149 per year (regularly \$299). You may pay cash or use Visa or Master Charge. Suitable terms available. Call Scott McGregor 213/923-7404, 861-0708, or your local Jack LaLanne Spa. Hurry--offer good only through Feb. 1, 1983.

● Working hours of Civilair Desk are from 10 a.m. to 2 p.m. every day except Wednesdays. "Civilair" address is: 15000 Aviation Blvd., Lawndale, CA 90260.

PSA NOW HAS TELETICKETING

Teleticketing service is available NOW with Pacific Southwest Airlines (PSA). PSA may be contacted by calling the Reservation Number, 800-532-3750. The teleticket code is: FEC. When making a reservation, please give the clerk the teleticket code information, the Government Transportation Request (GTR) SF-1169 Number, and the desired ticket date.

LOGISTICS DIVISION EMPLOYEES TOP ALL IN BOND DRIVE ENTHUSIASM

Regional Headquarters FAAers were pleasantly surprised when they visited the Logistics Division during the recent Bond Drive. Dave Houser decided to add a little patriotism to this year's Bond Campaign. To say that Dave's efforts were successful would be the understatement of the year. The rate of Logistics Division participation went from 14 to 42 employees, representing 87 percent of the staff. The photo at the right doesn't really tell it all. In addition, Dave had on display many historical American history documents. Naturally, everything was Red, White and Blue! From left: Sherry McKenzie, Dave Houser, Frances Baker and Chauncey Walker.



NO. ONE SECRETARY HONORED FOR QUALITY PERFORMANCE

Iris Noguchi, Secretary to the Director of the Western-Pacific Region, recently received a Quality Within-Grade Increase award for her outstanding performance during the past year. Presentation was made by Regional Director H. C. "Mac" McClure at a recent Regional Headquarters staff meeting.

At Left: Iris receives the award from Regional Director Mac McClure.

LOGISTICS DIVISION

Congratulations to Beth Rollins and her husband John on the arrival of their baby boy, Todd Steven, 7 lbs., 7 oz., born on August 1. Beth is our Realty Specialist in the Real Estate and Utilities Branch. Mother, father and baby are reported as doing fine!! Congratulations also to Marge Booth, Construction Contracting Section, Contracting and Acquisition Management Branch, on her selection to a Contract Specialist GS-7/9 position in the same section. Welcome aboard to our CETA employees: Materiel Management Branch - Denice Rivera, Marisol Santiago, April Brown, Casaunda Smith; Contracting and Acquisition Management Branch - Rosa Cueva; Real Estate and Utilities Branch - Leticia Cueva.

FRESNO FSS FACTS

Regional Director H. C. "Mac" McClure and his staff recently came to Fresno for the first in a series of listening sessions. Fresno City College was filled with about 300 pilots listening and giving opinions on the National Airspace Systems Plan. Congratulations to Steve Shackelford for being selected as Evaluation and Proficiency Development Specialist. Bill Murray's 14-year-old son, Bill, has just returned from Frankfort, Germany, as a member of the Clovis High School Jazz Ensemble. The band, along with nine other high school and college bands from the U.S., were invited to participate in the International Jazz Festival in Montreux, Switzerland. As they toured the Black Forest, famous castles, etc., in Austria, France, Germany and Lichtenstein, they also entertained the townspeople with concerts. They were warmly welcomed and the applause was music to their ears. John Ferrari still reigns as King of the Tennis Court after a match with Emil Sereda. Recent tours were given to local ground schools (Fresno City College, Clovis Adult School and Porterville College) by Terry Lankford and Emil Sereda, followed by a question and answer session.

FDSs PAY LEAD SAVE ROLE

The FAA program of hiring furloughed airline pilots as Flight Specialists paid some extra dividends recently when two of them played leading roles in a flight assist at Coast TRACON, El Toro, California. When the pilot of a twin-engine Cessna 310 called into report landing gear difficulty, he was first given vectors to an uncongested traffic area by controller Albert L. Viselli. Then, flight data specialist and former airline pilot Howard R. Hotchkiss took over and recommended a number of procedures for freeing the stuck gear. When they proved unsuccessful, he contacted Ernest Guerrero, Jr., another furloughed airline pilot with many hours in the Cessna 310. Although not on duty, he reported to the FAA facility and talked directly to the pilot. Because of his considerable experience in the 310, Guerrero came up with a procedure which enabled the pilot to lower the stuck landing gear and make a safe landing. During the month of July, 100 flight assists were reported. Flight service stations were responsible for 56 of these, terminal facilities for 32 and enroute centers for 12. There were 202 persons on board the aircraft involved.

TCAs PROVE WORTH

Terminal Control Areas (TCAs) are additional inconveniences but really do reduce the number of near midair collisions. A case in point is San Diego, where a TCA was established following the worst "midair" accident in the nation's history in September 1978. Robert Vaughn, Manager of the San Diego TRACON, says there has been a steady decrease in "near miss" reports since the TCA went into effect in May 1980. They dropped from 17 in the pre-TCA May 1979 - May 1980 period to 7 in May 1980 - May 1981 to just 3 in May 1981 - May 1982. Vaughn said the figures indicate that the system is "working very well."