



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

# Western-Pacific Intercom



## **AF Sector Managers Meet**

# COVER STORY...

The Western-Pacific Region Airway Sector Managers' Conference was recently held at the Hacienda Hotel in El Segundo, Calif. All 19 of the region's Sector Managers met with Division and Headquarters personnel to discuss problems common to the system, as well as those unique to the various areas.

Cover photo: From left--Standing: Dean DeShazo, Reno AFS Manager; Jerry Long, Oakland AFS Manager; Kermit Clark, Phoenix AFS Manager; Ken Claar, San Francisco AFS Manager; Dick Williams, Red Bluff AFS Manager; Mel Haworth, Fresno AFS Manager; John Tompkins, San Diego AFS Manager; Jim Webb, Las Vegas AFS Manager; Don Tom, Manager, Establishment Engineering Branch, AWP-450; Bob Cox, Manager, AFS

ARTCC Palmdale; Ed Kaneko, Honolulu (Hub) AFS; John Gordon, Manager, AFS, Honolulu ARTCC; Gordon Fujii, Samoa AFS Manager; Bob Gilroy, Maui AFS Manager; Ray Nelligan, Riverside AFS Manager; Bert Pickett, Guam AFS Manager; and Dick Muckle, Manager, Maintenance Operations Branch, AWP-460. Seated: Bob Lamora, Sacramento AFS Manager; Don Isaacs, Lancaster AFS Manager; Byron Mabee, Manager, AFS, Oakland ARTCC; Wally Ward, Los Angeles AFS Manager; Alex Hammond, Manager, Airway Facilities Division; Wes Martyn, Acting Assistant Manager, Airway Facilities Division; and Bruce Walters, Acting Manager, Program and Planning Branch, AWP-420.



**What if she needed blood ...**

## AMERICAN RED CROSS BLOODMOBILE WILL BE AT REGIONAL OFFICE ON TUESDAY, SEPT. 28

Blood is the only medicine that will help Kim. She has a heart defect.

Thousands of other children in Los Angeles and Orange Counties depend on Red Cross for blood.

RH babies need transfusions at birth. Anemic and hemophilic children need blood all their lives.

One in every five requests for blood the Red Cross gets is for a child.

Fill out your donor card and get your appointment to come to the FAA Regional Office, Third Floor, Room 3E26, at a given time between 10:15 a.m. and 3 p.m. on Tuesday, September 28.

So Long,  
Bob Smith



Bob Smith, Air Traffic Division Manager, has been selected as the United States Administrator for Aeronautics in Berlin, Germany. A going-away luncheon was held in Bob's honor and was attended by nearly 150 friends, coworkers and retirees. We bid a fond farewell to Bob and his wife, Renate.

A--Bob Smith (center) and his wife, Renate (left) admire one of the table decorations. In the background is Cheri Tucker, Air Traffic Division Secretary who spearheaded the successful party.

B--Bob Smith receives a Certificate of Appreciation from Regional Director H. C. "Mac" McClure for his outstanding leadership as chief of the Air Traffic Division.

C--A view of the head table, from left: Mr. and Mrs. Gene Lawing (now acting Air Traffic Division Manager); Mr. and Mrs. Bob Smith; Mac McClure; and Cheri Tucker.

Photos by Barbara Abels.



More  
Bob  
Smith  
Party



A--Jim Nielsen, Administrative Services Officer, AWP-3, chats with Bob Smith and his wife, Renate.

B--Jim Knolton, Manager, Santa Monica Tower.

C--John Tompkins, Manager, San Diego AF Sector, and Sara Richtman, Chief, Space Acquisition & Management Section, AWP-56B.

D--Jim Partridge and Don Roberts, Air Traffic Operations Branch.

E-- Lynn Hink, FAA Retiree, former Air Traffic Division Chief and Deputy Director of the Western Region at the time of his retirement.

GLORIANE LOO...  
MAGAZINE  
COVER  
GIRL



Hawaii has another national magazine cover girl -- she's Gloriane Loo, a developmental trainee at the Honolulu Air Route Traffic Control Center. Gloriane appears on the cover of R/C MODELER MAGAZINE, August issue, a publication devoted to the hobby of radio controlled airplanes, cars and boats. Its worldwide circulation numbers well over 80,000. The photo was taken at San Island State Park in Honolulu, Hawaii, by Jim Miura, Area Supervisor at the Honolulu Center. Gloriane is the daughter of Al Loo, who is also an FAA employee.

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## FUNCTION CONSOLIDATION TO BE STUDIED

### FIRST SES CLASS STARTS

The first class of 24 Senior Executive Service officials has enrolled in the special three-day seminar designed to familiarize them with the capabilities of the Management Training School at Lawton, Okla. Included were 14 headquarters officials and 10 from the field. All SES executives will be required to attend the seminar as well as non-SES managers who occupy the following positions: Division managers in Air Traffic, Airway Facilities, Aviation Standards and Airports; region/center managers of Administrative Systems (formerly executive officers); personnel officers.

The FAA is leading a DOT-wide study of various possibilities for consolidating administrative and staff support functions within the Department. The objective is to determine the potential for conserving resources. Scheduled for completion on Sept. 15, the study will determine the potential for consolidating all or some administrative services at the headquarters or regional levels. The study includes fiscal services, automatic data processing, budget, contracting, management systems, personnel and training, security and supply in both Washington and the field. Representatives from each DOT operating administration are participating in the study.

## FIRE TEMPORARILY CLOSES BIRMINGHAM ATC TOWER

A fire temporarily closed the Birmingham, Ala., Tower August 16, but the flying public was hardly aware of the problem. FAA personnel evacuated the tower shortly after the fire broke out at 2 p.m., local time, but not before handing off all IFR traffic to the Atlanta Center. Approximately a half hour after the evacuation, they set up a temporary tower at the nearby flight service station. The tower cab reopened for business at 5:08 p.m. after Airway Facilities technicians had rigged extra frequencies and Brite displays. The TRACON remained closed for three days because of roof and ceiling damage. During that time, approach control was handled from the tower cab. According to Acting Tower Manager Bill Barron, all employees did outstanding jobs. "They're the kind of people you want with you when the chips are down," he said.

## AIRPORT/AIRWAYS BILL VOTED

On Aug. 19, both Houses of Congress passed the Tax Equity and Fiscal Responsibility Act of 1982, providing the financial means for FAA to proceed with the continued modernization of the Nation's airport and airways system. Included in the omnibus tax package is a new schedule of aviation user charges which, among other things, will increase the airline passenger ticket tax from five to eight percent and levy a 12-cent-a-gallon tax on general aviation fuel. The bill also authorizes expenditures of almost \$4.8 billion over the FY 1982-1987 period for airport aid and \$6.3 billion for facilities and equipment. A future Intercom will carry additional details on the bill, which still requires a Presidential signature before it becomes law. That is considered a certainty.

## PILOT ERROR BLAMED

The National Transportation Safety Board has concluded that the probable cause of the Jan. 13 Air Florida crash in Washington, D.C., was improper flight crew actions culminating in the captain's failure to abort the takeoff in the face of abnormal engine instrument readings. Also cited were the crew's failure to use engine anti-icing equipment, the prolonged ground delay between de-icing and takeoff clearance, the known inherent pitchup characteristics of the Boeing 737 when the wing is covered with even small amounts of ice, and the limited experience of the flight crew in winter operations. NTSB made ten recommendations to FAA concerning winter-weather operations. These included issuing various maintenance alert bulletins to airlines, air traffic procedures, flow control, and surveying and improving water-rescue capabilities.

## WORLD FEATURES Q & A WITH ADMINISTRATOR

If each FAA employee could have a personal interview with the Administrator, he or she probably would ask his opinion of the Jones Report, what the future holds for labor unions in the agency, how automation and consolidation will affect the workforce and what he sees as the fundamental issues facing FAA people. These, in fact, are some of the questions the Administrator answers for the benefit of all employees in the August FAA World. Also, in the same issue is a photo spread of the award-winning team at the Dallas-Ft. Worth ACDO, an article on what the agency is doing to reduce the aircraft bird-strike hazard, and a remembrance of the first transcontinental flight by Calbraith Perry Rodgers, who subsequently became aviation's first fatality in a bird-strike incident. Copies are in the mail.

## DOT, FAA CHIEFS PUSH AT SYSTEM PAY BILL

Secretary Lewis and Administrator Helms have sent an open letter to all Air Traffic System personnel praising them for their "unselfish service" and reporting on the status of the Administration's pay package now before the Congress. "This Administration has recognized from the start that yours is a difficult job which is vital to this nation and that you deserve fair compensation for the unique aspects of your work," Lewis and Helms said. The letter noted that the Administration's 6.6 percent pay package, introduced last November, is currently "tied up" by the House Post Office and Civil Service Committee. "In place of our legislative proposal," the letter says, "a majority of the Committee voted to send to the House a bill sponsored by its chairman." That bill would authorize a one-time 10 percent bonus, not a permanent pay increase, the letter explains. Further, because the bonus is contingent on the return of the system to full capacity by Jan. 1, 1983, the Administration would have no alternative but to rehire striking controllers to obtain the bonus for the controllers who remained at work. "We believe you are due a pay increase

on merit, not as a condition of reemploying those who left their jobs," the Secretary and Administrator said. "We intend to press forward vigorously to obtain the pay package that addresses your needs." In a separate action, Secretary Lewis noted that FAA has taken a series of positive steps to deal with the "people problems" identified in the Jones report.

"Two phases of a three-phase program have been virtually completed," the Secretary said. "Actions have been taken and programs are in place to assure that employees are heard, that their concerns are addressed and that this will be an ongoing process. We have taken the first important steps in dealing with the management-employees problems that had built up over the years. We believe that the companion action that is now necessary--to improve morale and recognize the outstanding job our air traffic personnel have done--is to get the Administration's pay package through Congress. We remain firmly committed to that objective." The bill affects controllers, FSS specialists, AAF personnel GS-9 and WG-10 or above, flight inspection pilots and flight test pilots.

## DeWAYNE HODGES SEND-OFF PARTY

You're invited to join us at a no-host cocktail party to give DeWayne Hodges of AWP-220 a warm send-off as he leaves the region for the Los Angeles FIFO. The party will be held at the Hawthorne Moose Lodge, 13212 Inglewood Avenue at 4:30 p.m. Monday, October 4. There is a charge of \$2. per person for Hors D'Oeuvres. Please call Mary Billica on ext. 6255 for reservations no later than Sept. 27; see you there!

## MEDICARE, A FACT OF LIFE

As a result of a provision in the Tax Equity and Fiscal Responsibility Act of 1982, FAAers and other government employees who retire after Jan. 1, 1983, automatically will become eligible for Medicare. But they'll have to pay for it by contributing to Medicare during their working years. Beginning in January, all employees will pay a 1.3 percent Medicare tax on annual salaries up to \$35,100. This will cost individual employees from \$100 to \$450 per year, depending on grade and salary.

## AIRPORT/AIRWAY BILL

### PASSED BY CONGRESS

FAA once again has an airport aid program to administer. And the agency now will be able to proceed with the hardware improvements outlined in its National Airspace System Plan. All of this results from congressional passage in mid-August of the President's comprehensive tax package, which included the Airport and Airway Improvement Act of 1982. The tax measure also provides the means to fund airport and airway improvements through a new schedule of user charges on both commercial and general aviation. Among the user charges, which take effect Sept. 1, are an eight percent levy on domestic airline passenger tickets, a five percent tax on freight waybills, a \$3-per-passenger charge on international airlines departures and 12- and 14-cent-a-gallon levies on general aviation gasoline and jet fuel, respectively. The money will go into the Airport and Airway Trust Fund. The new legislation replaces the Airport Development Aid Program (ADAP) with the Airport Improvement Program (AIP), which runs through Fiscal Year 1987. Authorized AIP funding levels began at \$450 million for the current

fiscal year, which has only a month to go, and increase to over \$1 billion in both FY 1986 and 1987. The Act also recognizes the importance of "reliever" airports by guaranteeing them not less than 10 percent of available funds. In addition, for the first time, it makes privately owned reliever airports and privately owned commercial airports eligible for AIP grants. Another provision specifies that not less than one percent of available funds will be set aside for airports system planning. For facilities and equipment, the Act authorizes total funding of \$6.3 billion over its six-year lifespan. Funding would rise from \$261 million in FY 1982 to approximately 1.4 billion in each of the 1984, 1985 and 1986 fiscal years, when the capital investment costs of implementing the National Airspace System Plan will peak. It would drop off to about \$1.2 billion in FY 1987. In addition, the Act authorized the use of Trust Fund money for Research, Engineering and Development and provides significantly higher levels of Trust Fund money for FAA operational and maintenance expenses.

## MORE KUDOS FOR AIR TRAFFIC

A United Airlines Boeing 737 captain recently took the time to express his appreciation to San Francisco Tower, Oakland Center and Bay TRACON personnel. Capt. Lambrick stated, in part: "Believe me, most of us in the airline business realize what a debt we owe those of you who have kept this system operating under very difficult circumstances; that you have done so, and simultaneously made my job more pleasant, is simply remarkable. Those

of us on 'the other end' of your transmissions may forget our gratitude occasionally, and get a little 'testy'. Please put it down to the fact that we are all working harder these days, too. If you could sit in on our cockpit conversations, you would hear universal praise for you ladies and gentlemen, and for our much-improved working environment. So, a sincere thank you from one of many pilots who respects your professionalism and your friendly CAN DO attitude."

## DENSITY ALTITUDE CLINIC WINNER

Winner Randy Moore, on the right, private pilot with 86 hours, received the first place trophy from APS Bud Anderson of the Sacramento GADO. Mr. Moore estimated a takeoff distance of 1750' to clear a 50 foot obstacle at a density altitude of nearly 6000' at the 6th Annual Density Altitude Contest held at Grass Valley, California on July 24, 1982. His actual distance, as measured by a Theodolite, was within 6' of his estimate. Hot weather at high elevations seriously affects aircraft performance. Several Density Altitude clinics are being held this summer in Northern California by Anderson to educate pilots on factors affecting takeoff and climb performance.



## JAKE KARNOWSKI RETIREMENT PARTY

F. J. "Jake" Karnowski, Manager of the Western Aircraft Certification Field Office, will be retiring from Federal service in early October. Although now a member of the Northwest Mountain Region, Jake is a long-time member of the Western-Pacific Region family, having served with the Aircraft Engineering Division to which he returned after tours of duty in Honolulu and Brussels.

Jake's friends and co-workers are planning a social hour to give everyone an opportunity to wish him well on the occasion of his retirement from the FAA. It will be held on Thursday, Sept. 30, at 4:30 p.m. at Lococo's Restaurant in Manhattan Beach. Cost will be \$5 per person to cover hors d'oeuvres and gift contribution.

Please let Beulah or Linda Gerke know your intention to attend so that we may arrange adequate accommodations. Submit checks by Sept. 23, 1982.

## SLOT LOTTERY GOES WELL

An NBC reporter called it the most interesting government process he's ever seen. Most of the news media compared it to the National Football League player draft. They were talking about the new FAA procedure for allocating landing slots at the 21 "pacing" airports and other, smaller airports within the coverage of 16 enroute centers. Developed by the agency's Office of Policy and Plans in cooperation with the airlines, the slot lottery brought together 193 air carriers--one-third of the national total--for a two-day marathon in a Washington, D.C., hotel. Some 1,300 airport and center slots for the airlines' October 31-December 14 schedules were up for grabs, and approximately one-half of them were allocated. Overseeing the August 24-25 sessions and keeping things moving were Harvey Safer and Tom Messier, who head up the Policy and Plans Office, and FAA Chief Counsel J.E. "Sandy" Murdock. A repeat of the lottery will be held in September, when the airlines will be selecting slots for the winter schedules.

## WEATHER, A TOP PRIORITY

Stressing FAA's continuing commitment to improving pilot weather services, Deputy Administrator Michael Fenello told Congress recently that the agency "plans to invest approximately \$700 million in development and implementation efforts associated with the weather program in this decade." Testifying before two subcommittees of the House Science and Technology Committee, Fenello listed the agency's top-priority weather projects, including automation of weather observation and reporting systems, introduction of data-link services, implementation of additional wind-shear systems, implementation of the next generation weather radar network, utilization of weather channels on terminal radars and automation of center weather service unit and flight service station functions. The Deputy concluded by noting that "These programs are expected to improve aviation safety significantly by improving weather information available to users of the National Airspace System."

## BUDGET PASSAGE ADVISED

The House Appropriations Committee has recommended passage of FAA's FY 1983 money bill clearing the way for a floor vote when Congress returns after the Labor Day recess. The total budget approved by the committee was \$3,591.9 million, which was \$12.2 million more than the President requested. The total does not include an additional \$300 million in F&E and \$23.5 million in RE&D which were contingent on the enactment of new user fees. Now that these fees have been approved,

an amended budget request will be transmitted to the Hill. The appropriations committee recommended an increase in the agency's request for Grants-in-Aid to airports of \$150 million. However, \$93 million was cut from the operations appropriation, \$42 million from F&E and \$17 million from R&D. The next step in the budget process is to get the full House approval. When this is done, the bill will be transmitted to the Senate for action by that body.