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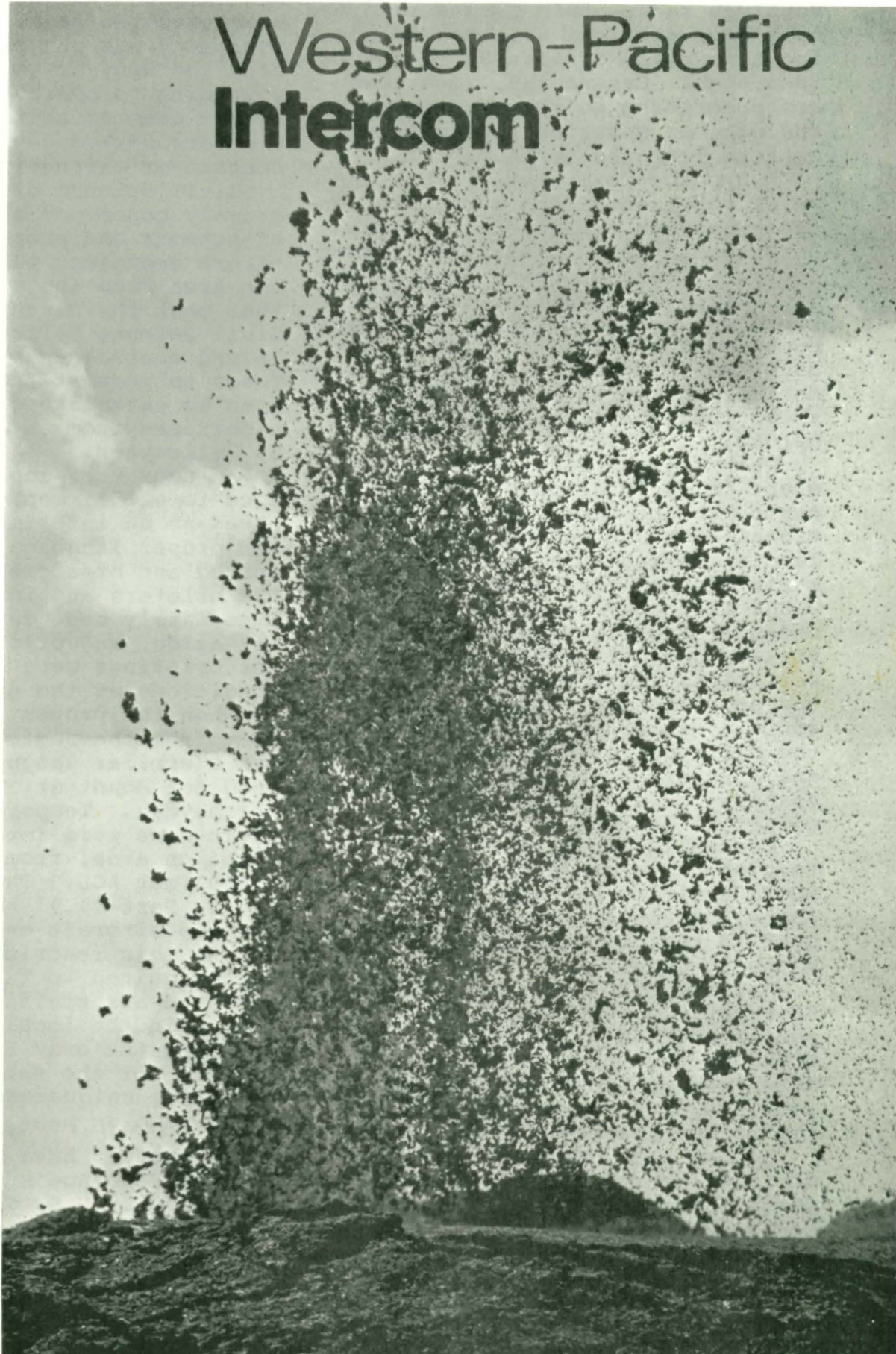
U.S. Department
of Transportation

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**Western-Pacific
Intercom**



Cover Story

"HONOLULU RADIO...This is Cessna 30599. What is going on at the eruption area, over! Cessna 30599, Honolulu radio, twin Cessna reported half hour ago that Kilauea was spewing a fountain of lava 90 to 150 feet high. Cessna 599, roger, we are proceeding to the eruption area and will be entering the traffic pattern from the north."

A hypothetical contact, but one which represented the many like contacts between the Honolulu Flight Service Station and aircraft enroute to the Kilauea eruption area on the Big Island of Hawaii.....it also represents contacts which eventually provided the FSS with its two peak days for this year as commuter, commercial and private aircraft transited the area to view a wonder of nature.

When Kilauea first started to erupt in early January, spewing volcanic ash and smoke, the State National Park Service on the Big Island requested that aircraft be restricted from flying lower than 2,500 feet above ground level (AGL) because of official helicopter traffic at lower altitudes shuttling scientists and observers to and from the eruption rift zone. When the activity subsided later in the month, the altitude restriction was lifted and aircraft were again permitted to transit the area, or fly a left-hand elliptical pattern at 1,500 feet AGL.

Meanwhile, the volcano observatory continued to measure immense magma activity beneath the earth's crust, and scientists predicted almost to the day more intense eruptions to come.

And the eruptions did come in February.....but it was from March 1st through March 4 when the eruptions became more spectacular--and more awesome. Spectacular to the tourists, but awesome and frightening to the residents of the area!

At her peak, Madame Pele (Goddess of Fire) vented her fury and spewed forth lava, feeding a river of molten rock which flowed towards a residential subdivision nearby. As

this river of molten rock flowed downwards, with temperatures close to 1,200 C (almost 2,200 degrees F), civil defense officials on the Big Island (fearing the most) evacuated the area. Firefighting equipment was put into action to stop the many brush fires from spreading to nearby homes. Fire breaks were established as firefighters worked day and night to contain or extinguish the fires.

Civil defense officials, now gravely concerned about the safety of persons and property, put into effect emergency plans to restrict the area from the public. It was then that the Director of the Civil Defense Office on the Big Island contacted the Hilo Control Tower to request that a restricted area be established to prohibit sightseers from entering the area by helicopter.

An emergency local NOTAM (notice to all airmen) was disseminated as an interim measure until the proper language could be conceived and broadcasted to airmen. FSS briefers and inflighters were immediately made aware of the situation, and pilots calling in for briefings were apprised of the conditions at the eruption area.

When the proper language did come from the regional office, it had a similar language that was used for Mount St. Helens during her heyday. Temporary flight restrictions were imposed over the eruption area, from surface to 1,200 feet AGL. The provisions of FAR Part 91.91 became applicable and aircraft entering the area within this restricted airspace were required to file flight plans with the air traffic facility specified in the local NOTAM.

Being the only Flight Service Station for the entire State of Hawaii, a uniqueness among Flight (continued on page 4)

Cover photo: Lava Fountain on Kilauea Volcanoe's east rift, March 1983. U.S. Geological Survey photo by J.D. Griggs compliments of Ed Kaneko, Manager, Honolulu AFS.

Honolulu FSS



A



B



C



Some Honolulu FSS people are:

A--The Air Traffic Manager's "right-hand gal", Secretary Agnes Nakamoto.

B--Air Traffic Control Specialists Philip Perreira (left) and Douglas Ching, who is briefing a pilot planning a trip to the volcano area.

C--Air Traffic Control Specialists manning the facility's inflight positions. From left-- Hiroto Chigawa, Melvin Hayashida and Morris Toyooka.

D--Air Traffic Control Specialists Stanley Ginoza (left) and Eric Kira at inflight positions.

Bordering the right side of this page are the operating initials of all Honolulu FSS personnel!

- CJ
- JH
- YK
- LK
- JM
- KA
- JR
- GI
- LN
- DM
- MH
- EC
- PF
- EH
- MT
- MY
- JG
- RG
- EK
- SG
- EP
- TY
- MP
- ET
- EI
- HR
- HC
- AD
- JB
- RH
- JK
- AR
- CY

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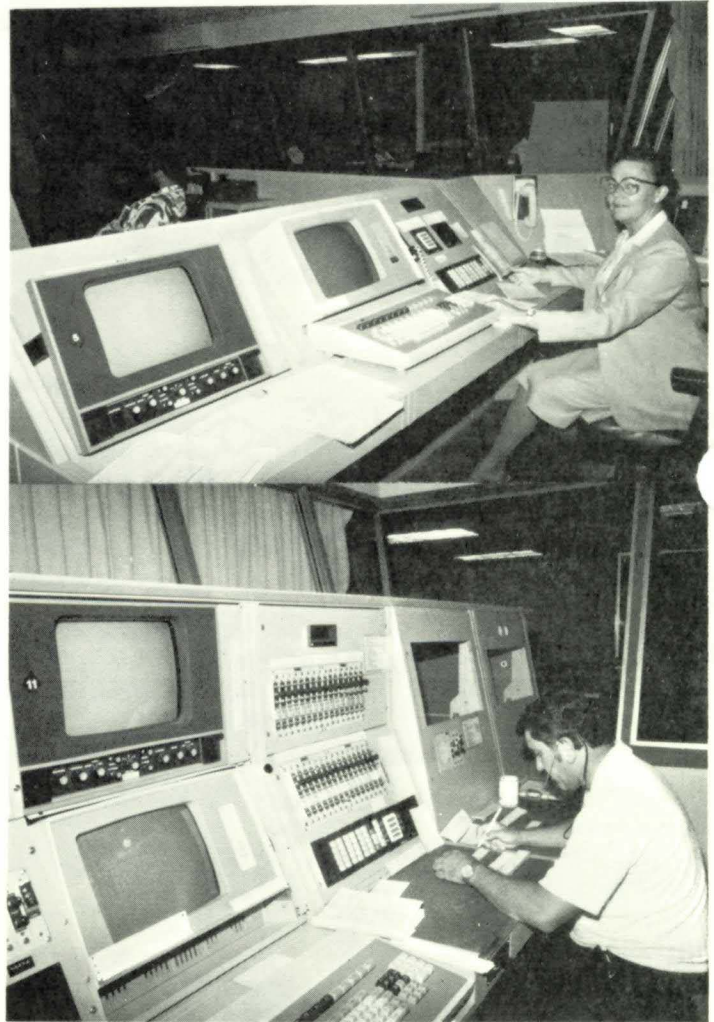
Service Stations in the Western-Pacific Region, media aircraft operating within the restricted airspace filed with the Honolulu FSS. Another uniqueness for the State of Hawaii is that most, if not all inter-island travel is by air. Thus, tourists and local residents, determined to view Madame Pele's performance, immediately booked themselves for flights to the Big Island of Hawaii. Visibility also became a problem as volcanic ash, propelled by southerly winds, covered the entire state.

Radio contacts within the Honolulu FSS started to peak, and specialists manning the inflight positions sensed that air traffic would be unusual on this Thursday. No sooner had the sun risen from the East on Thursday morning than pilots started to file flight plans for the Big Island of Hawaii. Included in the briefings were traffic pattern reminders and the imposed restricted airspace. It soon became evident that another inflight position had to be established to support the other three inflight positions and handle the local eruption area traffic. These added positions remained in effect during daylight hours through the following days as the Honolulu FSS recorded its two most significant traffic days for the year. On Thursday, total traffic activity recorded was 1,481 and Friday's total was 1,615!

Apparently, after having subdued her anger with the destruction of two homes earlier in the week, and with threats to 50 other homes in the wake of her lava flow which had now extended four miles long, Madame Pele went into remission at 2:45 p.m. on Friday. Residents were allowed to return to their homes the following morning, but the restricted airspace remained intact to allow emergency aircraft to move about during the recovery stage. Volcanic air traffic started to decline as Madame Pele no longer had a show for her visitors, and by

Monday, air traffic over the eruption area had returned to normal.

To reflect back, one cannot help but feel utterly defenseless against the fury of Madame Pele. In all her splendor, she maintained a destructive path and made believers out of nonbelievers that she is truly the Goddess of Fire.



More Honolulu FSS people are:

Above: Area Supervisor Janet Morris at the supervisor's console with a panoramic view of the facility's air/ground booth.

Below: Joe Becera, Air Traffic Control Specialist, works local air traffic over the Kilauea Volcano eruption area from inflight position No. 4.

TOP AGENCY TEAM DRAFTS VISION OF A NEW FAA

It's never going to make a best-seller list or be sold for movie rights, but right now work is starting on a script that portrays a vision of a future FAA that will make it a model of human resources management in the federal government.

The storyline for this document is not coming from a fanciful imagination, but is being crafted out of long hours of debate and discussion by the agency's 21 top managers.

They recently completed a second strategic planning meeting and began work on putting down on paper their blueprint of how to transform the FAA into an agency with an unmatched reputation for concern and sensitivity to the needs of all employees.

The strategic planning process was started by Administrator Helms in April, when he challenged his top managers to come up with their vision of how to improve human relations and human resources management in the agency over the next three to

five years. Working with the managers on the project are the FAA Human Resources specialists from around the country.

In their latest two-day meeting this month, the managers spent hours identifying and understanding problems and inequities in the agency. Emphasis was placed on understanding, for without knowing why a condition exists, prospects for correcting it are dim.

People issues were foremost in the minds of the managers as they tackled questions of working relationships between peers, supervisors and subordinates and between various FAA units. They probed questions relating to improved working conditions and working environment, employee growth and improvement and management structures and relationships.

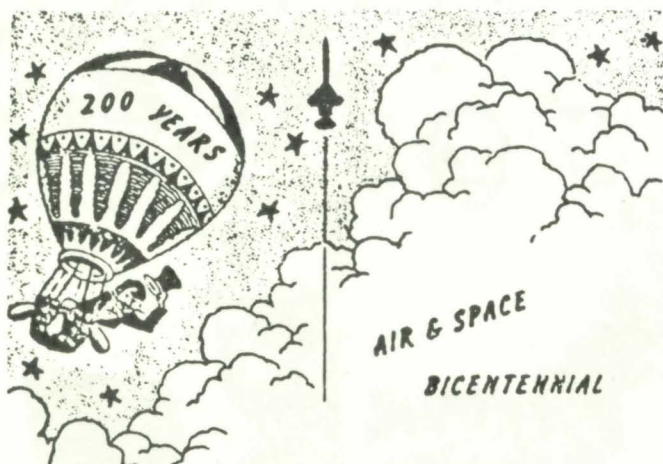
By late evening of the second day, the managers reached a consensus that they could begin drafting a program of action, which, after concurrence by the Administrator, will become a statement of agency philosophy and policy.



LAS VEGAS SECTOR - OUTSTANDING! Outstanding ratings with incentive awards were presented recently to Las Vegas Airway Facilities Sector personnel. From left--Larry Barrett, QWIA; Bill Wilson, SAA; Bernie Padget, SAA; Curt Ingle, QWIA; Gary Trachet, SAA; Bob Speraw, SAA; Bill Jones, QWIA; Mark Barnes, SAA; and Cal Gilliam, QWIA. Photo by John Katsigenis.

BABY JENNIFER RAILEY SUCCUMBS DURING SURGERY

We are saddened to report that 10½-month-old Jennifer Railey died during a liver transplant at the University of Minneapolis Hospital. The baby's mother, Elaine Railey, Administrative Services Clerk at Riverside Airway Facilities Sector, had been staying in Minneapolis awaiting a suitable donor, while her husband and two-year-old son remained in Riverside, Calif. Unfortunately, once a donor was found and the operation begun, Jenny's heart stopped. Although the liver transplant operation was not successful, the bills must still be paid. Many friends and co-workers have already made generous donations to help defray the great expenses (estimated at upwards of \$50,000) facing the Railey's; however, donations may still be made directly to the Jennifer Railey Memorial Fund "Ontario Parkway Kiwanis" in care of Golden Pacific Bank, 845 N. Euclid Ave., Ontario, CA 91764, or by contacting the Riverside Sector Office.



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Articles and black and white photographs should be sent to Barbara Abels, Editor, AWP-5, 213/536-6431 or FTS 966-6431.

BFL BUCKLES DOWN FOR AIR RACE

Friday the 13th usually has a foreboding connotation, but this time Bakersfield Air Traffic Personnel took it in stride. The occasion? The annual Hayward-Bakersfield-Las Vegas Air Race. Bakersfield personnel handled an influx of 58 additional aircraft participating in this event in just over two hours, with hardly a pause for breath.....Matt Fletcher and his tower crew: Vange Holcomb, Tom Petrakis, Richard Shine, Stu Hicks, Matt Nelson, Caroline Miller, Ed Vander Meulen and Jim Rayfield handled the incoming and departing race aircraft like the pros they all are, expeditiously and safely.....Once engines were shut down, FSS Specialists Jerome Lamb and Frank Ferrera took over providing all participants a look at the weather ahead on the next leg to Las Vegas. While these Specialists were out on the flight line, normal FSS Operations were conducted by Air Traffic Control Specialist Stephen Rippe and AT Manager Bill Moses.....RESULTS: a successful, safely run operation. Congratulations to all.

SAN CARLOS COMINGS AND GOINGS

San Carlos bids farewell to Kenn Nellis who transfers to Stockton Tower in June..... Carl Sagerquist also departs shortly for the Radar Training Facility Course in Oklahoma City. Phyllis Caul has just returned from the Facilitators Course in Long BeachA big congratulations to Judy Opperman on the birth of Erin Rose in April. Judy's husband, Rick, is employed at Oakland Tower..... Many thanks to our public relations crew, Mark Penn, Jim Tokarski, and Rob Voss, for representing San Carlos Tower at local high school career days and local safety meetings.

NTSB CONCEDES ATC SYSTEM WORKING

The National Transportation Safety Board has concluded its follow-up investigation of the air traffic control system with the finding that "there has been no increase in ATC involved accidents since the controller strike, nor have there been any accidents attributed to strike-related causes."

In its 84-page report, the Board also found that the ATC rebuilding program has resulted in an orderly return of system capacity and has been conducted in a manner which has benefited the ATC system users and the American traveling public with only occasional inconvenience and delays. Other findings were that FAA has met virtually all its goals for hiring and training controllers and is on target in meeting its goals for lifting restrictions on ATC services and for the eventual return of the system to normal.

Still, the Board expressed its opinion that the absence of any strike-related accidents doesn't prove the system has been operated safely. "Accidents are a poor means to measure the safety of a system on a running basis because they generally are 'after-the-fact' results of an unsafe system." It added, "To evaluate the safety of the ATC system before an accident, the existing margin of safety has to be determined by investigation of incidents or other indicators of potential accidents. A 'safe' system must resolve these indicators of potential problems before they lead to the unacceptable safety measurement--accidents."

Moreover, the Board continued, "the follow-up investigation revealed that the FAA has not managed the quality control functions of the ATC system in a satisfactory manner and that the margin of safety cannot be measured accurately and may not be as wide as it should be."

A number of the "safety issues" identified by the Board already have been addressed by FAA, including the establishment of a computer-based system for reporting operational errors. The agency also has taken action to strengthen on-the-job training requirements and has made continued progress in reducing the controllers' average workweek.

Two of the five-member Board joined in dissenting statement although concurring with the general findings. Donald Engen and Francis McAdams, the only two members with aviation backgrounds, said: "The national airspace has been in the past, and continues to be, operated in a safe manner....However, in our view, the tone of the report implies a lack of safety that is not supported by objective data of the day-to-day operation of the system."



FRESNO AFS AWARDS

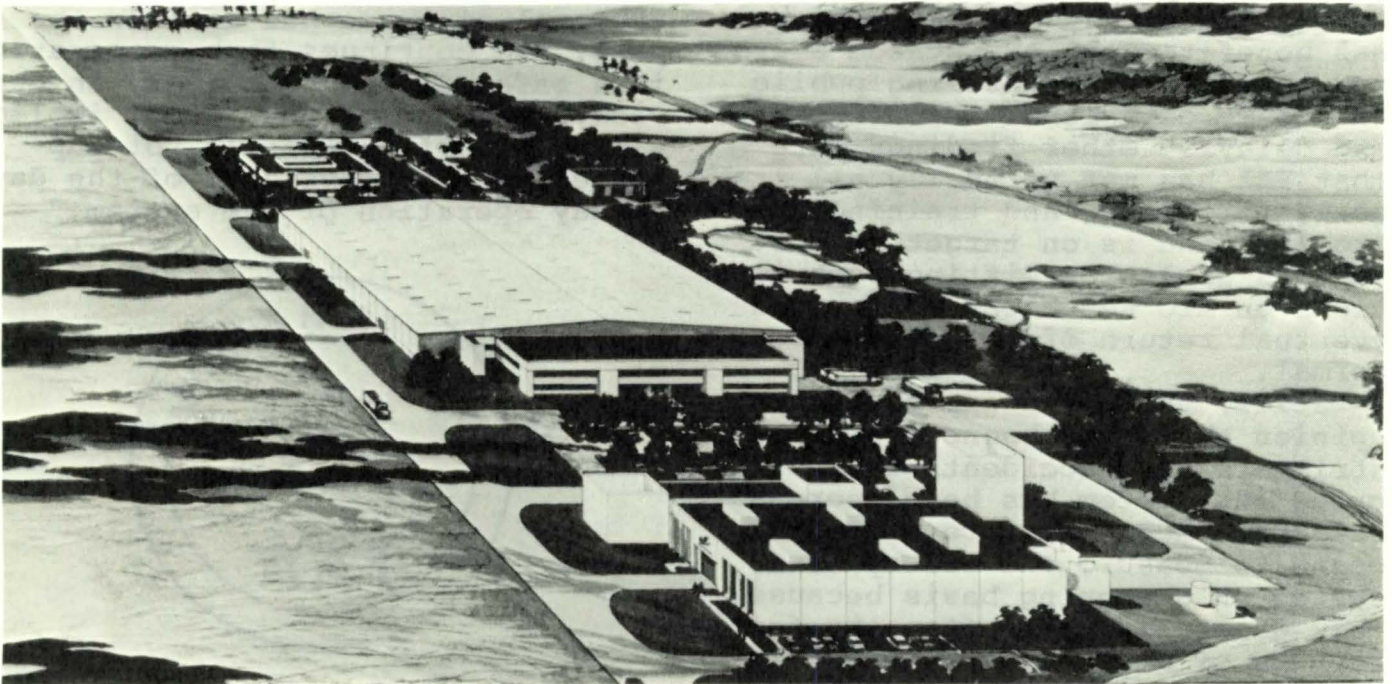
Congratulations to Gene Schmidt, NAVAIDS technician at Bakersfield, who received an outstanding rating and cash award. Gene will be retiring June 3 and the cash will get him off to a good start. Outstanding ratings and awards last month turned out to be a family affair as Dave Swart, Environmental Systems Technician, and Terry Swart, General Supply Specialist, each received Outstanding ratings with appropriate monetary awards. Career service emblems were recently presented to: Carl Littlejohn, 15 years; Ross May, 25 years; and Jim Johnson, 30 years.



International News

GENERAL ELECTRIC WINS INDONESIAN MAINTENANCE FACILITY CONTRACT

General Electric's Ohio Aviation Service Department (ASD) has been awarded contracts by Nurtanio Aircraft Industry, Ltd. of Indonesia valued at over \$20 million. GE contracted to provide design coordination, technical assistance, management control systems and unique equipment for Indonesia's new \$50 million Universal Maintenance Center to be constructed at Pondok Cabe, about fifteen miles southeast of Jakarta. Groundbreaking was started during the first quarter of 1983 with scheduled completion at the end of 1984.



The Indonesian Universal Maintenance Center will have test and overhaul capability for eight GE turboprop and turboshaft engines which will power Nurtanio aircraft, as well as turbojet/turbofan repair work on the marine version of the General Electric LM2500 which powers Indonesian PSK fast patrol boats. Testing of controls and accessories will be done on universal test stands designed and manufactured by GE's Ontario, California Aviation Service Operation.

The Universal Maintenance Center construction project has been in the planning stages since December 1980 when the GE CT7-7 turboprop engine was selected to power their new Casa-Nurtanio CN235 airliner/utility transport. This aircraft is expected to be shipped to customers in late 1984.

The worldwide knowledge and expertise provided by General Electric's ASD to this Indonesian project has been obtained through the accomplishment of many similar projects in Brazil, Egypt, Greece, Thailand and The Philippines. GE also has its own ASD repair/overhaul/test facilities in Evendale and Cincinnati, Ohio; Arkansas City, Kansas; Seattle, Washington; Ontario, California and the Republic of Singapore.

LEAVE RESTORATION SOUGHT

The agency is working with the Office of Personnel Management (OPM) to assist ATC employees who have a sizable amount of restorable leave, which has accumulated during the exigency of the public business following the 1981 strike.

Unless an exception can be worked out with OPM, this leave must be used within two years from the end of the leave year in which the exigency is terminated.

In some ATC facilities the exigency has been declared over, and now FAA's Office of Personnel and Training (APT) is discussing exception to the regulatory time limit with OPM on an individual employee and facility basis, rather than on an agency-wide basis.

APT and AT are also getting out additional instructions in this area. Guidance on how individual cases should be submitted is now being developed and will be issued to the field.

MERIT PLAN SHELVED

The Office of Personnel Management (OPM) has agreed to delay implementation of the plan to abolish near automatic in-step pay increases and link raises more closely to job performance.

OPM also will postpone major changes in personnel rules which would give job performance more weight than seniority in layoffs.

This means that, at least for the present, non Senior Executive Service (SES) employees will continue to get within grade increases as they have in the past and that layoff--RIF--procedures will not change.



JOSEPH GREEN RECEIVES AWARD

Joseph Green (above left), San Francisco Air Carrier District Office, recently received an Outstanding Performance Rating and Quality Increase Award for his performance as a B-747 Airman Certification Inspector. In addition to his routine duties, Joe was instrumental in the certification of the new air carrier, Air National.

Joe is shown attempting to regain his composure as Boeing Program Manager Lloyd Tincher crushes his hand while offering congratulations.

FLIGHT STANDARDS DIVISION NEWS

Congratulations to the following who recently received Letters of Appreciation: Barbara Adams, AWP-203; Jack Norris, Los Angeles FSDO; Vincent Brophy, Van Nuys GADO; and Dave Tilton, Las Vegas FSDO..... Congratulations also to Harvey Ferer, AWP-220, who had his suggestion concerning the "Reporting of RNAV Procedural Flight Inspections" adopted nationally by the Aviation Standards National Field Office, Operations Standardization Branch, AVN-230.



A Teacher's Guide to the Air and Space Bicentennial 1783—1983

Know a teacher? The Public Affairs Office currently has a limited supply of "A Teacher's Guide to the Air and Space Bicentennial 1783-1983" which tells a little bit about the history of the Bicentennial, suggests classroom activities, and contains a list of selected books to enhance the subject. For copies of this one-page pamphlet to be sent to your favorite educator, just contact the Public Affairs Officer, AWP-5, 213/536-6431 or FTS 966-6431.



RETIREE DEATH

We are extremely saddened to report that FAA Retiree Edmund J. Jakobi, 84, former Flight Standards Inspector, passed away May 15. "Jake" had a long and illustrious FAA career, retiring "under protest" at the age of 71 years young. Our sincere condolences to his wife, Kathleen, and family. Remembrances may be donated to St. Vincent De Paul in Jake's name. Expressions of sympathy may be addressed to: Mrs. Kathleen Jakobi, 1041 Shell Blvd., Foster City, CA 94404.

Administrator Pushes Aviation Education

The FAA Administrator is encouraging FAA employees "to assume a more active role in their communities and schools in promoting increased understanding of aviation, airports and air transportation and their economic, social and career values...."

In a recent policy statement on aviation education, the Administrator stressed that FAA's ability to carry out its mission depends on the continued availability of a technically qualified workforce. He said employee support of the aviation education program will help achieve this objective.

LEASE AWARDED FOR AUTOMATED FLIGHT SERVICE STATION IN PRESCOTT, ARIZONA

The FAA has marked another important milestone in its Automated Flight Service Station (AFSS) Program with a lease award on May 23 to the H. G. Toll Company of Wilmington, Calif. for AFSS facility space at Prescott, Ariz., Municipal Airport. This facility will serve the entire state of Arizona and will be part of a national program which will replace the current 317 manual flight service stations with 61 automated facilities. The Arizona Automated Flight Service Station is scheduled to be commissioned in mid 1985.

TWO PROUD FAA PAPAS

Congratulations to Earl Morgan of the Reno General Aviation District Office, whose daughter is graduating from the Air Force Academy, and to Bill Yuen of the Oakland Flight Standards District Office, whose son is also graduating from the Air Force Academy.