



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

Western-Pacific Intercom



***JIMMY WILKINSON
TOP SUGGESTER***

Keeping NAS Plan on Course

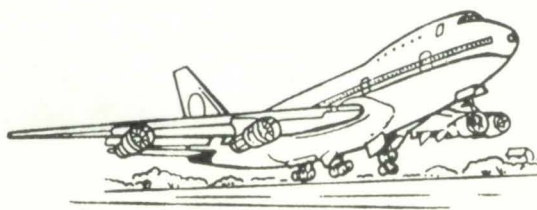
FAA is looking for an outside firm to help keep the National Airspace System Plan on course and on schedule.

On May 18, the agency issued a request for proposals (RFP) for a "Systems Engineering and Integration" contractor who will provide management and technical support in carrying out the NAS Plan. The contractor will provide assistance which will be compatible with and will enhance traditional FAA technical activities.

In taking the action, FAA is carrying out a recommendation by a White House science panel that endorsed the NAS Plan concept but suggested the agency retain "a qualified prime contractor to formulate performance goals and design specifications and to perform system integration." Responses to the RFP are due in mid-August. The agency expects to make a contract award in early 1984.

OPM Pay Plan Delayed Only Until Aug 1

The Officer of Personnel Management has announced that the plan to base pay increases, promotions and layoffs on performance rather than seniority has been set aside only until Aug. 1. This is the date agreed to by OPM and members of Congress to give the lawmakers time to enact appropriate legislation.



Cover Story

Jimmy Wilkinson, staff engineer at the Sacramento Airway Facilities Sector, was recently named FAA Suggester of the Year for 1982.

At special ceremonies in Sacramento, Regional Director Mac McClure presented Jimmy with a perpetual plaque, a personal plaque, and a letter from FAA Administrator J. Lynn Helms. This was in addition to a cash award received by Jimmy for suggesting a modification to Runway Visual Range (RVR) equipment.

Submitted in 1977, the suggestion was adopted nationwide in 1980 with a first-year saving of approximately \$41,000 and should continue to save many thousands of dollars for years to come.

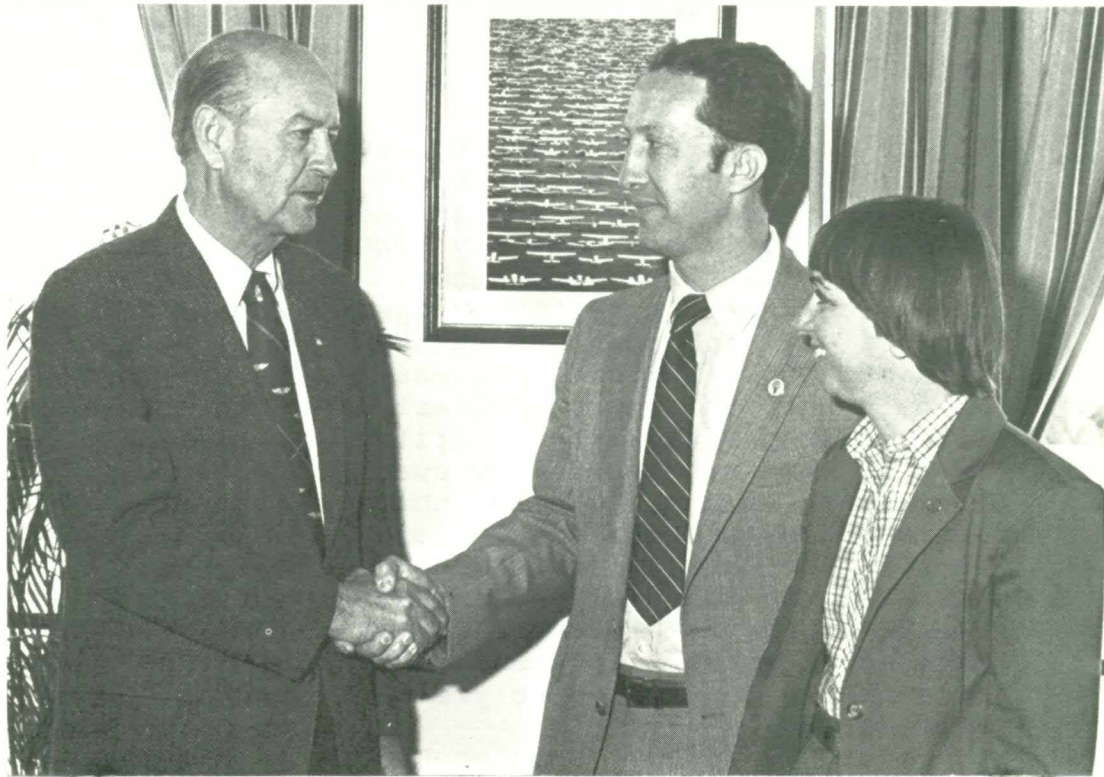
Jimmy's suggestion of changing failure-prone lamps with light emitting diodes (LED's) and improving other circuitry has practically eliminated failures of the computed section of the operationally critical RVR equipment.

The presentation of the national award took Jimmy completely by surprise. "I nearly fell off my chair," Jimmy comments, "when the Regional Director presented Mr. Helms' letter to me." Jimmy says he knew he had won suggester of the year, but had no idea it was the national award.

In making the presentation, Mac McClure highlighted the Suggestion Program process where employees have an equal opportunity to make beneficial suggestions to the agency and receive appropriate recognition for their ideas.

Cover photo: Jimmy Wilkinson (left) proudly receives the awards from Regional Director Mac McClure. Cover photo by Henry Bertuleit.

Controller "Talks Down" Burning Aircraft



FAA Administrator J. Lynn Helms personally congratulates Controller Gregory Karam while Greg's wife, Sue, looks on.

Gregory Karam, the Cincinnati Airport tower controller who guided Air Canada's burning Flight 797 to an emergency landing June 4, said afterwards that any controller could have done the job.

However, the National Transportation Safety Board and his boss, tower manager John "San Juan" Romero, were more enthusiastic about the job he did. Both characterized his performance as outstanding. The Administrator also called him directly to voice congratulations for a job well done.

Greg was handling routine traffic when the Indianapolis Center handed off the emergency DC-9 jet to him. Moments later, the plane's transponder ceased to function, and Greg had only a raw radar target to work with.

The nine-year FAA veteran controller immediately set up for a landing on runway 36, but when he

realized that the plane was too high, he switched to runway 27. At that point, the pilot reported that all his instruments were out, and Greg gave him a no-gyro instrument approach, which meant that the controller virtually "steered" the plane to the runway threshold.

At one point during the approach, the pilot reported that he had the airport in sight through the smoke in the cockpit. Greg then checked to make sure it was the right airport by ordering landing lights up to full intensity and double-checking with the pilot on the radio.

After that, everything worked just right and the burning plane made a successful landing. Although 23 passengers lost their lives in the fire, 18 others and five crew members successfully evacuated after the landing.

Administrator Says Report Unscientific

The National Transportation Safety Board's follow-up report criticizing the air traffic control system "is simply not a high quality document," despite its bottom line conclusion that the system is operating safely, according to the FAA Administrator. He told Congress recently that the report "clearly suffered from a lack of scientific control over the methodology used." Among other things, he noted that the report drew broad conclusions from limited data and pointed out that even the Board conceded that its questionnaire process was "not designed to scientific standards nor properly controlled to yield valid data."

However, he added, "this should not be taken to mean that we are not looking closely at each recommendation in the report. We are. I welcome data from any source which may help me to make the system safer--now or in the future."

Nevertheless, the Administrator took issue with certain specific statements in the report, such as the NTSB contention that FAA facilities are being required by Washington to handle more air traffic than they are capable of handling. "This is simply not true," he said, "I have mostly turned down proposed increases in capacity developed by field facilities...not because I don't trust their judgment but because of my concern that we exercise extreme caution in this area."

He also disputed statements that "little has changed in air traffic facilities since the strike, and that employee-management relations remain virtually the same."

He noted that progress has already been made in the human relations field and pointed out that the agency has, "in effect, opened up new channels of communication for FAA employees, and we have been listening to what they have to say."

Instructor and Mechanic Competition Underway

The annual competition to select the nation's outstanding flight instructor and general aviation maintenance technicians got underway recently with the mailing of 80,000 nomination forms to the FAA regions. The forms will be redistributed in the field by the agency's accident prevention counselors.

Nominations should be submitted to General Aviation or Flight Standards District Offices by July 18. Regional awards will be made Aug. 1, national winners, by Sept. 1.

Each of the national winners will receive up to \$5000 in cash and prizes donated by aviation organizations, as well as a trip to Washington, D.C., for the award ceremonies on Oct. 27.

The following should be cut out and taped to your desk, telephone, or some other prominent work area, as a constant reminder -- a proper perspective -- of what is really important while we conduct our daily business.

WORDS TO WORK BY

All of the people who come to us, write to us, or call us on the telephone or radio, are the important people in our work.

They are not dependent on us...we are dependent on them.

They are not an interruption of our work...they are the purpose of it.

We are not doing them a favor by serving them...they are doing us a favor by giving us the opportunity to do so.

People who come to us are not outsiders to our agency...they are part of it.

People are not cold statistics...they are flesh and blood human beings with feelings and emotions like our own.

Mildred Freeman, Reno GADO Earns Two Awards In One Day

Mildred Freeman, Aviation Safety Assistant at the Reno General Aviation District Office, was recently the proud recipient of both a 30-year career service emblem and a Special Achievement Award with Outstanding Rating. On hand to make the presentation and extend congratulations was Dick Devereaux, Deputy Regional Director.



Las Vegas AFS News

Letters of Appreciation were received by Verle Helmick, Environmental Support Technician; Frank Powell, Environmental Support Unit Supervisor; and Jesse Ryan, Rad/Comm Unit Supervisor, from the Manager, Establishment Engineering Branch, for assistance rendered during the construction of the Las Vegas Tower.....Condolences to Glenn Haas whose sister passed away very suddenly.....A gala time was had by all who attended the retirement party for Sector Manager Jim Webb. Highlight of the evening was the presentation of the Distinguished Career Service Award by Alex Hammond, Manager, Airway Facilities Division. John Carlson, Assistant Manager, Riverside Sector was superb as Master of Ceremonies.

ATTN: All Drivers on Official Government Business

This is a reminder that all employees who drive on official government business are required to report all convictions of moving traffic citations/convictions which are obtained while driving on or off duty. This must be reported in writing to their facility/office manager, through their supervisor, three days after conviction, stating the nature of the conviction and the date of final disposition. (Reference Order 4670.2A, WP SUP 9, paragraph 86-WP1, (b)). This notification will then be forwarded to the Regional Motor Fleet Manager, AWP-52A, if it either meets or exceeds the criteria of Appendix 1 of Order 4670.2A.

FAAers Run In Jimmy Stewart Relay Marathon

The Burbank Jets, a crack running team from Burbank Tower/TRACON recently ran in the Jimmy Stewart Relay Marathon. Led by Mike (The Blur) Cirillo at 32:35, the team finished in 3:10:37. Other team members were Bill Kruschke (44:12), Brian Moore (36:14), Ed (Fast Eddie) Garner (37:38) and Dan Bowman (39:58). The Jets placed 278th in a field of 574 teams, just ahead of the small but slow team from LAX TRACON.

Runway Overlay Program Shows Big Gains

The FAA program to improve aircraft braking and directional control on wet runways has resulted in the improvement of nearly 500 runways at more than 360 airports in the last six years.

According to Associate Administrator for Airports William Shea, 363 airports have used Federal airport development funds to upgrade runway surfaces by grooving the surface or using porous friction overlays, and 100 have had other treatments, such as wire combing, aggregate friction seal coarses and rubberized friction seal coarses.

Shea said the agency is giving top priority in this program to treating runways served by turbojet aircraft, which have a greater potential for hydroplaning on wet runways because of higher landing speeds than prop aircraft.

Of the 255 commercial airports with scheduled turbojet service, he noted, 183 (72 percent) have at least one surface-treated runway, and 78 of the 183 have more than one.

Stickers Are Reminders

The Training Programs Division in the Headquarters Office of Personnel and Training has a new gimmick to remind memo writers to check them for the human relations "HR" flavor as well as for the technical content.

Bright yellow stickers saying "People Read Memos" now are being attached to all division correspondence to alert the writers of their responsibility to communicate effectively.

Division manager Ted Fagan, explained, "What this division writes affects a large number of people, and the stickers are a 'string around the finger' type of reminder to help assure that what we write reflects the orientation of the people receiving it. The stickers are also a reminder to keep it clear and simple."



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



Teaming up for Safety

FAA controllers at the Atlanta Center teamed up with Army controllers at Ft. Benning, Ga., recently to turn a potential disaster into an almost routine landing.

The "flight assist" began when a New Orleans-bound pilot, flying at night on an instrument flight plan, advised the center that he was accumulating ice. Controllers Johnny Wilkes and David Green assigned him a lower altitude and gave him the location of two airports in the immediate vicinity.

The pilot didn't want to land at that time, but soon his problems began to multiply. First, radar contact was lost and then radio communication. Controllers quickly located another plane in the vicinity and, using it to relay messages, they assigned the now "emergency light" to a yet lower altitude.

By the time radio contact was reestablished, the pilot was anxious to land, but he couldn't find the Columbus, Ga., Airport. He said he was, "all screwed up," and his gyro was unreliable. Controllers calmed him and then contacted Lawson Army Air Field at Fort Benning. At this point, Lawson GCA controllers, guided by Atlanta Center information, located the plane and brought it in for a safe landing.

During the month of April, 86 flight assists were reported. Flight service stations were responsible for 36 of these, while terminal facilities accounted for 34, and centers handled 16. There were 151 persons on board the aircraft involved.

Avalanche of Awards

For LAX AFS

FAAer's Son

Congratulations to Donald T. Jemison, 18-year-old son of Mr. and Mrs. Napoleon Jemison of the Los Angeles AF Sector, who received an avalanche of awards upon graduating from Morningside High School in Inglewood, Calif.

Donald's father, Napoleon, is an electronic technician at the Los Angeles Airway Facilities Sector.

The accomplishments of Donald are almost too numerous to mention. He is the valedictorian of the class of 1983 by maintaining a 4.0 (A) grade average throughout high school. He recently won the Jackie Robinson National Scholarship Award which carries a stipend of \$16,000 and will soon be leaving for New York to accept the award. His plans are to use it at UCLA to pursue an electrical engineering degree. Donald also received the Griffith Award of \$500.

Among other accolades, Donald received: High Honor Roll, California Scholastic Federation Membership, Who's Who Among American High School Students, The Society of Distinguished American High School Students, Plaque for Top Ten Award, Perfect Attendance Award, Bank of America Plaque Winner, Science Dept. Plaque and Certificate, English Dept. Plaque and Certificate, Social Sciences Dept. Plaque and certificate, Foreign Language Dept. certificate and the MESA Certificate.

Congratulations to Donald and to his proud parents--Napoleon and Evelyn Jemison!





International News

FAA PARTICIPATION AT THE 35TH PARIS AIR SHOW, MAY 26 - JUNE 5, 1983

As noted in a recent U. S. Department of Commerce communique to embassies and commerce worldwide, FAA participation in PAS '83 was at its highest level in years. The major objective was to promote the U. S. aviation systems as the best model by describing how the variety of American aeronautical technology and its diverse applications create unique opportunities for aviation authorities throughout the world to benefit from FAA experience and overall U. S. industry "know-how".

Highlighted areas included current FAA efforts to apply advanced automation to air traffic control; new concepts in navigation, communications and guidance; all-weather capability for helicopters; the certification process; improved weather programs; aviation safety research; modern aircraft simulator programs; and FAA's diverse international training and technical assistance programs. The FAA staff was continually available for consultations and featured equipment was presented in the U. S. Pavilion and elsewhere on the fairgrounds.

The Paris Air Show will be the largest and most prestigious of a series of international and national events in the year-long Air and Space Bicentennial celebrating man's progress in air and space since the first manned flight in a hot air balloon at La Murette, France in November 1783. The Bicentennial is endorsed and supported by the Presidents of the United States and France, the U. S. Congress and the private sector. Bicentennial committees are active in Austria, Canada, the Federal Republic of Germany, Japan, Sweden, The Netherlands, Luxembourg, Switzerland and the United Kingdom.

ICAO ASIA-PACIFIC MEETINGS, JULY - DECEMBER 1983 (PRESENTED BY THE ICAO REGIONAL OFFICE/BANGKOK)

<u>Meeting</u>	<u>Convening Dates</u>	<u>Site</u>	<u>Remarks</u>
1. Third ASIA/PAC AIS Seminar	18--22 July	Manila	
2. The 19th Informal Mtg. of Directors General of Civil Aviation (DGCA), Asia-Pacific Reg.	4---9 August	Denpasar/BALI	FAA Attendees: Mr. Segner, API-1 Mr. McClure, AWP-1 and Mr. Wilham/Tokyo Repr., ATYO-1
3. Workshop on Aerodrome Maintenance	3---7 October	Bangkok	
4. Fourth ASIA/PAC Aviation Security Seminar	November	*Penang	
5. Sixth Meeting of the MID/ASIA COM/MET Regional Planning Group	14--18 November	Bangkok	

* Seminar to be held at Penang subject to the approval of Malaysia.

FAAers Honored At Honolulu Federal Day Luncheon



Retired FAA employee George Miyachi (right) was selected by the Honolulu-Pacific Federal Executive Board as the Area Federal Retiree of the Year. Other FAAers honored were (from left to right) Richard Torres and Jean Ganiko.

Federal Week 1983 in the Honolulu area was culminated by a luncheon attended by some 1000 federal employees and military personnel. The high light of the affair was the introduction of employees nominated for awards in the six categories and the announcement of those selected

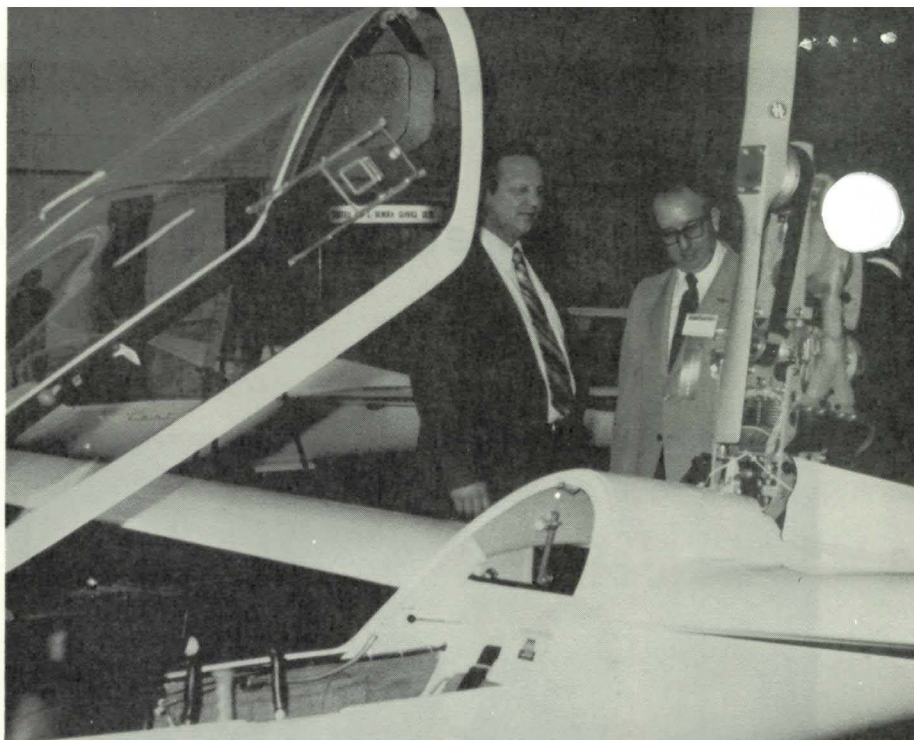
to receive the awards. The FAA provided nominees for three of the six categories!

RICHARD TORRES, Evaluation and Proficiency Development Specialist at the Honolulu ARTCC, was nominated in recognition of his generous and untiring efforts to improve and/or assist personnel in gaining knowledge and proficiency about air traffic control. Richard's ability to communicate and motivate enabled him to be extremely instrumental in ensuing that the post strike developmental receive timely but quality instructions. Mr. Torres extra efforts has allowed new employees to become proficient in a shorter period of time which results in a significant savings in overtime money.

JEAN GANIKO, Management Assistant at the Flight Standards District Office No.-61, was nominated for her exemplary performance and outstanding knowledge of administrative procedures. Ms. Ganiko management of the FSDO-61's support staff and fiscal resources has allowed the office to accomplish its expanded mission without compromising its budget. Jean became a member of the FSDO staff in 1964 as a clerk-stenographer and has progress steadily to her present position.

GEORGE MIYACHI, Retired FAA employee, was nominated for his positive management of public relations and his tireless involvement in public school aerospace education. George was Mr. FAA to the Pacific Basin news media. The tremendous credibility bestowed upon George by the media was the direct result of his personal philosophy of honesty and dedication. During his 19 year career with the FAA, George went from Photographer to Editor. His Intercom publications were an excellent source of internal FAA news. Because of George's efforts, the public and FAA employees have a better understanding of the FAA's role in aviation.

Reno Host To The Soaring Enthusiasts



For over one week a convention of soaring enthusiasts was held at the Reno MGM Grand Hotel in Reno. It was cosponsored by the Soaring Society of America and the Pacific Soaring Council, who conducted a super program.

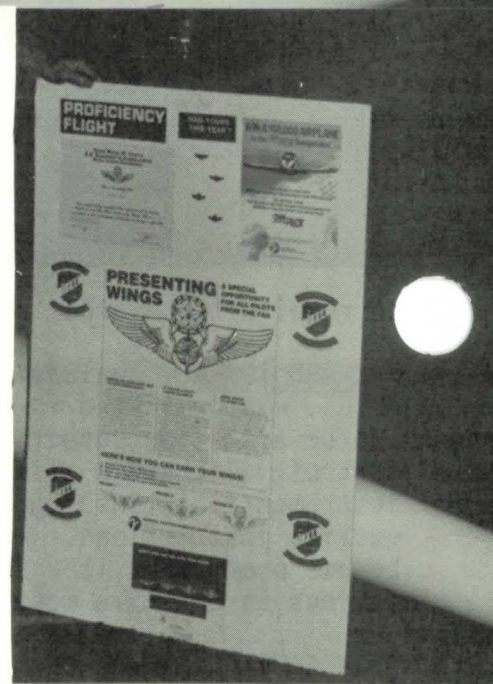
The Reno Convention marks the first time for members of the CIVV (Commercial International de Vol a Voile) representing 59 countries to convene at any site other than in France.

The convention attracted more than 1000 sailplane enthusiasts from all over the world.

The exhibit hall was open to the public for three days. Several of the exhibitors demonstrated their aircraft on Sunday following the convention at the Reno/Stead Airport. In addition to the exhibits, the convention featured more than 50 speakers who discussed such topics as design, physiology of flight, homebuilding, meteorology, instrumentation and wave flying.

Also attending the convention were members of the Commission Internationale de Vol a Voile (CIVV), the soaring committee of the Federation Aeronautique Internationale (FAI), the world body for all aeronautical-astronautical records and sporting activities.

Also presented at the beginning of the week was the first three-day Flight Instructor Revalidation Clinic, conducted by the Soaring Society of America, with several guest speakers. Carl Borchers, Reno Accident Prevention Specialist, reviewed glider accidents which occurred all over the country for the last two years with emphasis on instructional accidents.



1958-1983 IT'S FAA'S 25TH Year