

83-32  
Aug. 15, 1983

Public Affairs Office  
AWP-5

FAA  
Western-Pacific Region  
Los Angeles, CA 90009  
(213) 536-6431



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

# Western-Pacific **Intercom**



**Aviation Business '83**  
**Los Angeles, California**

# Cover Story

AVIATION BUSINESS '83 was held in Los Angeles earlier this year and was heralded as the first industry-wide conference and exhibition for Aviation Managers.

Sponsored by Airport Services Management, the business magazine for managers of airports and aviation services, the conference was well-attended by more than 800 executives and departmental personnel from airports, fixed-based operators, airline properties/facilities departments and corporate aviation departments, as well as representatives from related airport businesses and consulting firms.

FAA'ers from Washington and Western-Pacific Region were there to lead and participate in several of the 50-some forums, seminars and workshops held to help the attendees solve problems, cut costs and increase profits and revenues. Session topics covered planning, management, safety, airport/airway systems development, facility management, landlord-tenant relations and community relations. Throughout, attendees were encouraged to question, discuss and freely exchange ideas as active seminar/workshop participants.

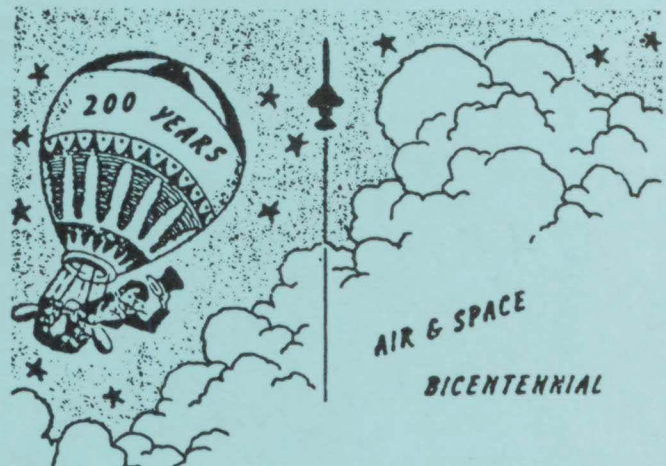
One of the special events was the opportunity for attendees to meet and have breakfast with Bill Shea, FAA Associate Administrator for Airports. Bill addressed the group on the current problems and expected challenges which will affect the industry over the next decade. In addition, Bill served as faculty on one of the panels, "What About Joint Use?"

The consensus of FAA'ers attending AVIATION BUSINESS '83 was that it was very well-organized and worthwhile for both the leaders and the participants. As one manager commented, "It was a real down-to-earth learning experience, I'd like to see more get-togethers of this kind from which we all can benefit."

Connie Tighe, Seminar Programmer, said, "The reactions of speakers and attendees alike reflect the need for a program of this scope." The success of AVIATION BUSINESS '83 makes the outlook for 1984 very exciting."

Airport Services Management editor Sher Jasperse commented that the seminar was, in fact, so successful that a decision has already been made to repeat it in 1984.

Cover photo: View of Los Angeles International Airport from the top of the Hyatt Hotel. As you can see, construction is well underway in preparation for the 1984 Olympics crowd. Cover photo by Barbara Abels.



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.

# Aviation Business '83



A--Bill Shea, FAA Associate Administrator for Airports addresses the group of interested attendees at a breakfast meeting atop the Los Angeles Airport Hyatt.



B--Members of the "What About Joint Use Panel", from left: Bill Shea, Associate Administrator for Airports; General Charles Thomas, Department of Defense; Harry Wolfe, Consultant, Phoenix, Ariz.; Tom Reese, General Accounting Office, Washington, D.C.; and R. Lowell Pratte, Albuquerque International Airport Manager.

C--Tom Rea, Regional Air Traffic Airspace & Procedures Specialist, takes a moment to chat with Bill Flener, former FAA Associate Administrator for Air Traffic and Airway Facilities Service and now retired and working as a consultant.



# More Aviation Business '83



A--Participating in the panel on "The Problems of Small Airports -- Safety Can Be Economical" were FAAers Herman Bliss, Manager, Airports Division (not pictured) and, from left, George Paul, Rameshi Desai, Howard Yoshioka, Paul Beckman and John Worden.



B--Participants on the panel "Let's Stop Preaching to the Choir" were, from left, Frank Burnham, Airport Services Management Magazine; Ed Pinto, Assistant Administrator for Public Affairs, APA-1; Vern Haugland, former aviation editor, Associated Press; and Jack Francois, Assistant Director, Public Affairs, City of Los Angeles Department of Airports.



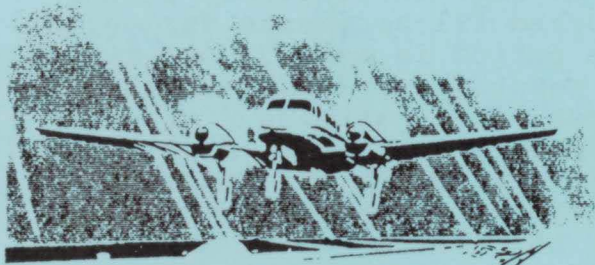
C--Ernie McIntosh, Airport Certification/Safety Inspector, Airports Division, chats with another speaker before leading the panel on "Basics of Fueling Safety."

## AWOS Demonstration To Start in August

FAA's own robots are being plugged in this month on a test basis at 14 airports from Alaska to Louisiana. They are called AWOS, for Automated Weather Observing System, and all 14 are expected to be operational before the end of August. In fact, the first already is sending its synthesized voice out over the airwaves from the Houghton, Mich., Airport.

# AWOS

AUTOMATED WEATHER OBSERVING SYSTEM



AWOS automatically gathers weather data from seven sensors located around an airport and transmits this information directly to pilots by means of computer generated voice over VOR channels or telephone lines. It also generates a digital message for CRT display.

The messages carry near real-time information on wind direction and speed, temperature, dewpoint, visibility, sky conditions and ceiling, and altimeter setting. This information is updated once every minute.

Intercom had an opportunity to hear the Houghton system over the telephone and found the voice to be very clear and very human sounding--more like a controller's voice than that of a "Star Wars" robot.

The purpose of the one-year test is to assess the reliability and effectiveness of the equipment and to get feedback from pilot

users. Originally the agency planned to run this demonstration at 21 airports but cut back to 14 when one of the three contractors failed to deliver equipment on time and was cancelled.

Following the test program, the agency expects to initiate procurement action for production systems. These would be installed at more than 700 airports.

## Accident Reporting System Cuts Paper Work

A new computer-based system to keep track of occupational accidents and their related causes within the agency will be tested in the Western-Pacific Region this month.

Called the Loss Management Informations System (LMIS) it will virtually eliminate paper work from accident reporting. Supervisors will telephone the pertinent information into the region, center or headquarters safety staff, who will use a remote terminal to enter the data into a computer at the DOT's Transportation Systems Center in Cambridge, Mass. The information then would be readily available to management for use in spotting accident trends and helping devise corrective action.

If the test works out as expected, LMIS will be implemented agency wide by the end of 1984.

## Women's Equality Week

The week of August 22nd is designated as Women's Equality Week. Watch your INTERCOM for the Programs to be presented that week.

## New Seaplane Guide Out

Seaplane bases are an important part of the Alaska airport system with more than 130 on the books. That's more seaplane bases than there are total landing facilities in a dozen individual states. Accordingly, the Alaskan Region has published a new 72-page guide that covers the planning, design and construction of seaplane facilities. Questions about the publication should be directed to K.R. Moore, AAL-601. The phone number is 907-271-5442.

## Three Years for Karen Marinos



Karen Marinos, Air Traffic Administrative Services Clerk, San Francisco Tower, was recently presented with her three-year Career Service Emblem by Jack Ryan, Air Traffic Manager, San Francisco Tower. Karen has successfully completed the OPM Examination for conversion to an Air Traffic Control position in the future.

## Drug Traffickers

### Give Safety Low Priority

Drug smugglers aren't the kind of guys who normally show up at pilot safety seminars. That's the inference one gets from recent Congressional testimony by Anthony J. Broderick, Deputy Associate Administrator for Aviation standards.

He pointed out that there were 155 accidents from 1980 through 1982 in which evidence of drug carriage was found. Moreover, he added, the FAA statistics probably are not as representative of the problem as those maintained by the U.S. Border Patrol. For example, the El Paso Intelligence Center reported 491 accidents during the same period in the U.S. or out of the country involving aircraft suspected of carrying drugs.

Testifying on a bill which would strengthen the Federal government's authority to deal with the aviation drug smuggling, Broderick said FAA will continue providing assistance to law enforcement agencies as they work to combat drug smuggling. However, he emphasized that FAA is not a law enforcement agency but is and should remain a safety agency.

## Personnel Hotline Number Announced

FAA's Office of Personnel and Training now has a "hotline" to keep employees informed on changes and proposed changes to the Civil Service personnel and retirement rules. The phone number for field employees is FTS 426-3934; headquarters employees need dial only x63934. A review of the service will be made after a 30-day trial run. If effective, it will be established on a permanent basis.

## Two Years Later, FAA Keeps 'em Flying

People said it couldn't be done but in the two years since the Aug. 3, 1981 controllers strike, FAA has succeeded in returning the nation's air transportation system to near normal operations.

At present, only 12 airports still have capacity constraints in effect and that number will be reduced to seven on Sept. 1. By the end of the year, only LaGuardia Airport, Chicago O' Hare, Denver Stapleton and Los Angeles International will remain on the list.

FAA also has dropped most intra, strike-related restrictions at the 20 air route traffic control centers. The next major milestone will occur Aug. 22 when the Minneapolis, Indianapolis and Chicago centers end restrictions on flights within the individual center boundaries. They are the last three centers to do so. The agency expects to terminate all enroute flight restrictions by Dec. 31.

But even more significant than the achievement of these goals is the fact that the entire rebuilding effort has been carried out without any compromise to air safety. Indeed, the ATC system has been subjected to a number of independent safety evaluations and the results have verified its basic integrity. For example, the most recent study by the National Transportation Safety Board concluded that "there has been no increase in ATC involved accidents since the controllers strike, nor have there been any accidents attributed to strike-related causes."

Much of the credit for the success of the rebuilding program goes to the controllers and supervisors who remained on the job when more than 11,000 of their co-workers walked out and subsequently were fired for engaging in an illegal strike. This nucleus kept the system operating at levels of safety and efficiency

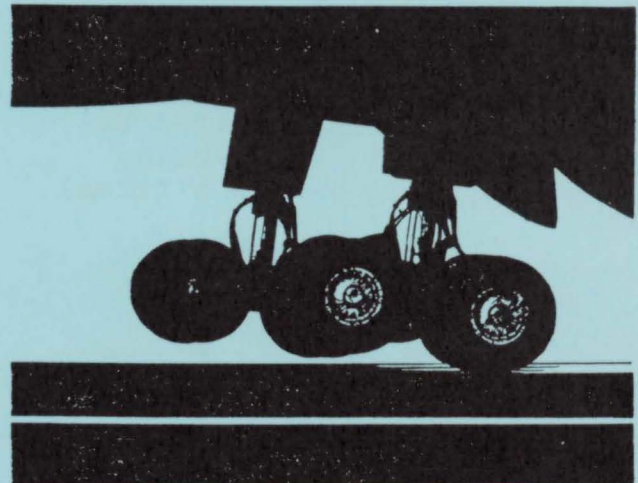
that surprised even people in the aviation industry.

The agency now has some 12,200 controllers and 1,300 flight data specialists working in the towers and centers around the country and expects to stabilize the controller and flight data specialists workforce at about 14,100. More than half of the controllers currently on the job are rated at the full performance level. The rest are "developmental" controllers and their continued advancement toward the full performance level is the key to returning the system to pre-strike normalcy.

Until these developmentals gain the necessary experience to handle peak traffic loads FAA will continue to use flow control procedures to prevent any overloading of the system and ensure its continued safe operation.



**What goes up...  
must come down  
safely.  
And it takes  
the whole FAA team  
to make it happen.**



## Flight After Failure

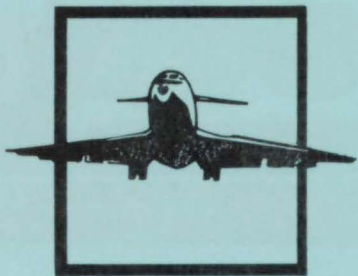
### Proposed as Requirement

FAA has issued an Advanced Notice of Proposed Rule Making (ANPRM) that envisions a significant change in design philosophy for transport aircraft. Essentially, it would require designers to take into account and plan for the possibility of structural damage caused by conditions outside the design environment.

The FAA action is based on the findings of a "blue ribbon" committee that studied the agency's certification process. The committee noted that aircraft manufacturers currently can demonstrate that certain failures simply cannot occur and, thereafter, need not take such "impossible" failures into account. It added that this concept fails to take into consideration that structures designed not to fail when subjected to conditions within the design environment sometimes do fail as a result of hazardous conditions outside the design environment, such as maintenance induced damage or even faulty quality control.

The current agency action would require that an airplane be capable of sustained flight after the noncatastrophic failure of any principal structural element. The change would also require that a failure not have secondary effects that could incapacitate an airplane.

The agency is asking for comments on the advance notice by Sept. 12 and will then decide whether to proceed with a formal NPRM.



## From Our Readers

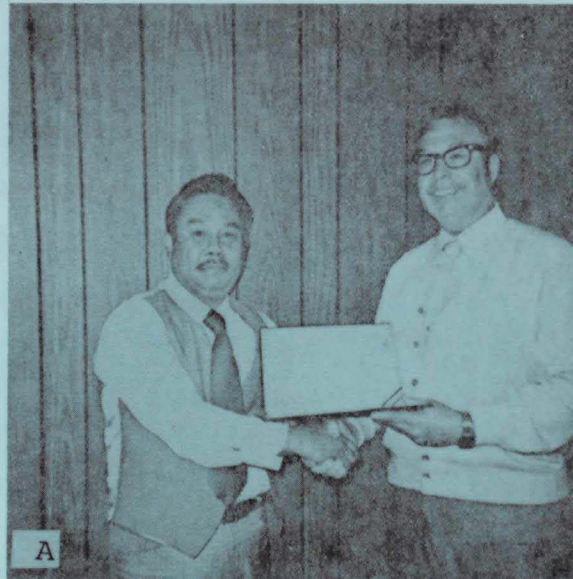
A Washington headquarters employee has written Intercom to say he is "curious" about a statement by the Administrator in response to a recent General Accounting Office report on the utilization of FAA aircraft. The statement in question is, "Successful executives know that management can plan to expect what it plans to inspect." The writer says, "I've talked to a number of people and no one seems to know precisely what he means by this. I think he means that he knows what he will find before he goes on a field visit. Please clarify and don't print my name."

Actually, what the Administrator means is the reverse of the writer's understanding. The Administrator's point is that a successful executive doesn't sit at his desk and rely solely on staff reports and written summaries prepared by others to keep him informed on what's going on in his organization. He gets out in the field and does his own fact finding by inspecting facilities and talking with the people who work in them. As a result, he learns field problems first hand and is able to anticipate many of them and avoid the "surprises" that so often come to desk-bound managers. In other words, frequent inspections give him a better idea of what to "expect" from his organization.

## Airline Ticket Costs

It is the responsibility of the approving official and travelers to insure that the lowest possible airline fares are paid. Maximum benefits are available from Government contract fares and low cost discount fares. Whenever possible, these fares should be used. First class travel may be approved ONLY by the FAA Administrator and Deputy Administrator.

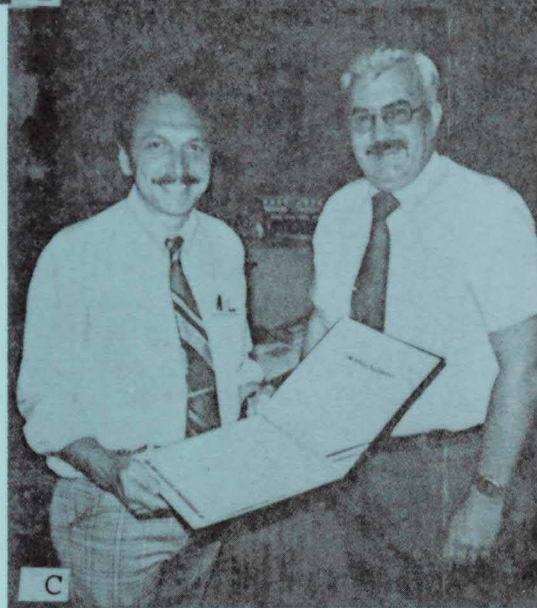
**Oakland  
Flight  
Service  
Station  
News**



A



B



C

Bad news and good from Oakland Flight Service Station.....Jim St. John is recovering from a broken leg he received at the local rodeo. Jim was thrown in the bleacher riding event.....In the "keep them coming" department, Bob Mack and Gary Amy have just returned from the academy and have jumped right into their facility training. Welcome home.....Congratulations to the Brian Ashley family on the addition of a baby boy. Congratulations also go to the following award winners: Jose Mandawe for Sustained Superior Performance; Cliff Jarman with a Quality Increase Award; and Rod Stahl for an operational suggestion.....Facility Manager Marty Landers is settling in, but is still keeping a busy schedule with her Seattle trip to the Professional Women Controllers convention and the Managers Conference in Reno.....

Welcome back to Bob Byrnes, Ann Raney, and Frances Mendes. "Hope you're as glad to be home as we are to have you!"....."A little PR never hurts". Andy Davie and Paul Pagel went to the 99's convention at Santa Clara's Marriott Hotel to give weather briefings to the departing pilots on May 1; Danny Poletto and Jose Mandawe "worked" at the Hayward Air Race held May 13-15. Danny gave weather briefings and Jose was up in the tower effecting coordination of departure times to be relayed to Las Vegas; Andy Davie acted as technical advisor to KCSM-TV, a local college television station, on a special series on aviation they prepared. An outstanding job was done by all. Thanks guys!

A--Jose Mandawe (left), Planning and Procedures Specialist at Oakland FSS, recently was presented an award for sustained superior performance by Facility Programs Officer, Jack Howard.

B--Cliff Jarman (left), ATCS, was recently presented a Quality Increase Award by Area Supervisor Rod Stahl.

C--Rod Stahl (left), Area Supervisor, recently received an award from the Region for an operational suggestion. George Hioco, Oakland FSS Assistant Manager made the presentation.

## Sacramento AFS News

Much has been going on in the Sacramento Airway Facilities Sector. Our Sector Manager, Bob Lamora, is participating in an evaluation of the Eastern Region with visits to New York City, New York; Pittsburgh and Harrisburg, Pennsylvania; and Leesburg, Virginia. Our Assistant Manager, Bob Young will be Sector Manager while Bob Lamora is away from July 11, through August 19. Mike Gonzales, Assistant Manager of the Maintenance Operations Branch, AWP-460, will be the Assistant Manager during this period...We welcome aboard Truman Middleton from Fairbanks, Alaska, as one of our new Navaid/Communications Training Reliefs...We congratulate Jim Shugren, Stockton Sector Field Office Electronics Technician, and Charles Prince, Sacramento Sector Field Office Electronics Technician, on their recent promotions...Congratulations also go to Henry Bertuleit, Manager, Stockton Sector Field Office, as he has recently completed 25 years of service to the FAA and federal government...Congratulations to Jerry Marta, Larry Marinel, and Tom Plouffe who recently received a group Special Achievement Award for producing a Quality Circle video tape and introducing the Quality Circle concept to personnel in the Sacramento Sector...A few Letters of Appreciation have been given to Sector employees the past few months. Mike Lewis, Stockton Radar/ARTS Sector Field Office, received a letter from the Santa Barbara Sector Field Office Manager for the technical assistance he provided to Santa Barbara in May. Also Lupe Guerrero and Ron Webb, Stockton Sector Field Office and Unit, received letters from the Acting Stockton Tower Air Traffic Manager for their work at the Stockton Tower. Bob Mueller, Mather Sector Field Office, received a letter from our Sector Manager for the excellent job he did in putting together the 1982 review of the

Sacramento Sector. Joe Divine received a letter for developing lesson material and conducting BANS training.

## Thanks From The Railey Family

Elaine Railey (Riverside AFS) and family sent the following letter of thanks to the INTERCOM:

"My family and I would like to take this opportunity to thank each of you for your generous financial and moral support for our family during our ordeal while we anxiously awaited a liver donor for our 10-month old daughter, Jenny. Although all the bills have not yet been received, we are in hopes that our financial resources will be sufficient to cover them. Also we would like to voice a very special word of appreciation to all of you who remembered Jenny in your prayers.

"As most of you are aware, Jenny died during the liver transplant surgery performed at the University of Minnesota. Although her death leaves a terrible void in our lives, she did, in her very short life, bring us much joy and in addition, she gave us a very special gift. She made us aware of the fact that people in this world do care about others. Our friends, community, and co-workers were so supportive of us that it made us realize just how loving and caring people can be.

"One additional comment for those of you who, like us, have, through Jenny, become aware of the ongoing, critical need for organ donors, we are happy with the thought, that although Jenny is gone, part of her lives on. We were able to donate both of her corneas, so two small babies will have a life of sight rather than darkness."