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Western-Pacific Intercom



UAS - - ALL SYSTEMS GO. . .

Cover Story

Perhaps you didn't hear the bells ringing or see the dancing in the halls; nevertheless, December 5, 1983, marked the beginning of a new era for the Western-Pacific Region Accounting Division, which also serves the Northwest-Mountain Region.

This was the date when the Uniform Accounting System (UAS) became a reality with an ON-LINE hook-up to the host computer located at the Mike Monroney Aeronautical Center.

The UAS is designed to utilize current standards for automatic data processing and telecommunication technology and incorporates on-line, as well as various other types of processing techniques. Data is key-entered in cathode ray terminals (CRT) located in the accounting offices and telecommunicated to an IBM 3081 computer located at the Aeronautical Center. Upon passing all edits, outputs are made available for printing locally.

A little history -- in December 1979 the agency decided to develop an accounting system that would maintain uniformity in recording, classifying and reporting financial data by the 10 accounting offices of the agency and appointed a UAS Overview Committee. On the committee were Gene Weithoner (AAD-1), Ernie Keeling (AAA-1), Brooks Goldman (AMS-1) and Ben Demps (AAC-1). In Jan. 1980 a UAS work group concept was set up with managers from AMS (Jim Faber), AAA (Steve Newborn) and AAC (Pat Poe, Jim Pitman and Betty Pool).

Since its inception in 1979 to its initial fruition in November, 1982, many people were involved in researching, designing and testing the different modules; many flight hours were chalked up traveling to the various accounting offices to discuss the needs and requirements of each location and to develop a uniform standard system in terms

of both ADP hardware and accounting applications.

In Nov. 1982, AAC was the first to be implemented on the new system followed by Southern Region (Feb. '83), Central (April), Washington Headquarters (May), Southwest (June), Technical Center (July), Alaska (Aug.), Eastern (Oct.) and, finally, AWP in Dec. 1983. The Metropolitan Washington Airport is scheduled for implementation in March 1984.

It's been a team effort all the way. Western-Pacific people involved in the planning stages and implementation were: from the Accounting Division--Frank Cantrell, Division Manager; Chuck Elston, Systems Accountant; Mike Johnson and Dave Jensen, Branch Managers, and many other accountants and technicians; from the Management Systems Division--Lin Smith, Ken Elsing, Nancy Ito, Dennis Boocock and others. Intensive training for accounting technicians was held in Nov. 1983, by members of the AAA-410 UAS staff consisting of Raymond Morris, Stephen Newborn, Ron Gaastra, Deborah Daniels, Nobi Koop and Deborah Weakley.

December saw another influx of welcome visitors as UAS staff members from AAA-410 and AAC UAS design team, consisting of Mike Zink, Rita Healey, Peggy Goodlett, Nova Winders, Zelma Scott and Don Kemnitz, came to help input the initial data into the system and guide timid accounting technicians with their initial on-line entries. SUCCESS! A ribbon and cake-cutting ceremony was held on Dec. 7 with refreshments, speeches and congratulations from all.

Members of the Uniform Accounting System staff and design team have been most helpful during the transition period and, with the spirit of cooperation displayed by everyone in the Western-Pacific Accounting, ADP, and other interfacing divisions, UAS will ultimately provide the services it was set out to accomplish.

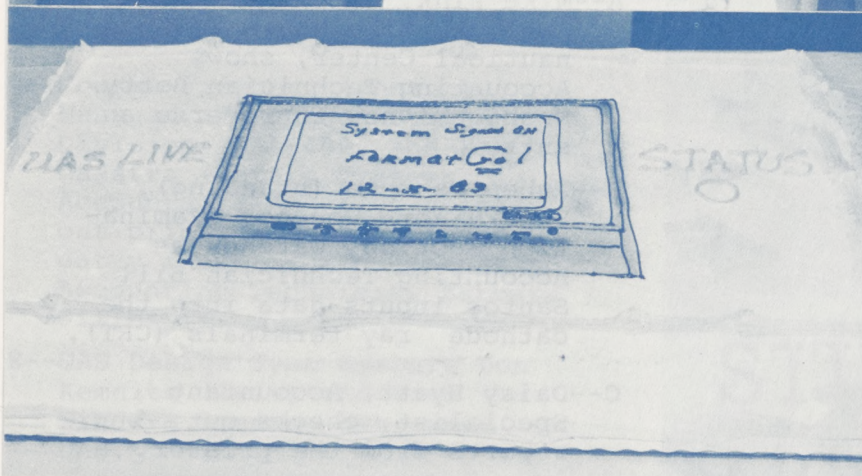
GOING "LIVE" ON UAS



Above: Regional Director H. C. "Mac" McClure (right) joins in the jubilation of a successful UAS implementation.

Left: UAS staff and design team intermingle with regional Accounting personnel at the ribbon-cutting ceremony.

Below: The cake is served! "UAS Live Status -- System Signed On - Format Go!"



Photos by Barbara Abels and Rafael Riera.

COVER PHOTO: From left--Accounting Technicians Alice Kimura, Belva Lindblad, Jennie Flinders and Bonnie Jacobs look on as Ruth Dennis demonstrates the On-Line capability of UAS.

... MORE UAS



A--Mike Zink, Computer System Analyst, Mike Monroney Aeronautical Center, shows Accounting Technician Betty Hashigami how to reverse an entry.

B--Ruben Panopio (standing), Supervisor, Voucher Examination Section, watches as Accounting Technician Bill Santos inputs data into the cathode ray terminals (CRT).

C--Daisy Hyatt, Accountant Specialist, checks out reports from the printer.



D--George Fineberg (center), Manager, Financial Systems Division, AAA-400, and Ron Gastra (left), Systems Accountant, AAA-410, point out printed results of data entry input from documents to Accounting Technician Barbara Gillespie.

E--UAS Design Team members Don Kemnitz (left) and Nova Winders loading data into UAS.

F--Accounting Technician Jim Abbot prepares to remove printout.

Photos by Barbara Abels and Rafael Riera.

STILL MORE UAS

Director's Management Team Awards

Three members of the Director's Management Team were recently honored at a Regional Staff Meeting when they received a Senior Executive Service Performance Award. They are: Deputy Director Richard Devereaux, Regional Counsel DeWitte Lawson, Jr.; and Airway Facilities Division Manager Alex Hammond. In addition, Betsy Kirkhart, Human Resource Manager, was congratulated on receiving the Administrator's Letter of Commendation for her efforts in the Human Relations Program. And last, but certainly not least, Iris Nogouchi, secretary to the Regional Director, received an Outstanding Performance Award. Congratulations to all!

Clean Air Rules Set

Aircraft engines are only a minor contributor to the nation's air pollution problem, but FAA thinks even that's too much. Accordingly, the agency has issued new rules designed to reduce aircraft engine exhaust emissions 60 to 70 percent below existing levels.

Beginning in Jan., all commercial aircraft jet engines manufactured in the United States and rated at 6,000 pounds thrust or more are required to meet new FAA regulations on unburned hydrocarbons. In addition, smoke limitations already in effect for some engines have been extended to all civil aircraft jet engines.

The revised rules were issued in response to clean air standards adopted by the Environmental Protection Agency earlier this year. The present FAA rules, originally adopted in 1974, covered only fuel venting and smoke limitations on selected classes of jet engines.

Shea Sees "New Order"

"Our human relations program is underway and working well," William F. Shea, Associate Administrator for Airports, says, but he adds a word of caution: "It will take time for the effort to be fully implemented. However, I can already sense that there is a very sincere effort taking place in building and improving relations in the FAA."

Shea's remarks this week are the third in a series of such statements by top FAA management. Deputy Administrator Fenello and Chief Counsel J. E. "Sandy" Murdock III, have already been heard from, and next week's Intercom will have a statement from Associate Administrator for Development and Logistics A. P. Albrecht.

Shea went on to say, "I am certain that these efforts will establish a new order, encourage a newly defined set of understandings among ourselves, yield a more fulfilling work climate, and develop a general character of interpersonal relationships. Each of these objectives must be built upon mutual trust and openness that allows supervisory and non-supervisory employees to participate in matters that affect their growth, to be appreciated, and to play a part in shaping FAA's character and performance in the years ahead. All in all, I can see that FAA is on its way to a great future."

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Portrait of a Volunteer... Bill Moses

Bill Moses is currently the Facility Manager of the Bakersfield Flight Service Station, shortly to assume the same role at the Lancaster FSS.

Normally, such a job would be enough to keep anyone busy, but Bill does find a little time for outside activities. He is a volunteer with the United States Air Force Auxiliary (Civil Air Patrol). As Commander of the Eastern Sierra Group 9, he oversees four squadrons with 134 members whose area of responsibility covers from Bishop, Calif. to Tehachapi to Newhall to El Mirage. Sometimes, Bill admits, that is a full-time job in itself.

How does he relax? Well, as a Ground Instructor, Bill finds time to teach at Antelope Valley College one night a week. He also fills in as the Air Operations Officer of the 502nd Infantry Battalion, headquartered in Bakersfield.

In his "spare" time, Bill stays involved as an Aviation Education Specialist for Kern County, speaking for and about the FAA throughout the area. In all of these roles, Bill is concerned with Safety in Aviation. "If, in one year," Bill says, "I can help one pilot to make one flight more safely, then all the time I have spent will have been worth it." That's how one volunteer derives satisfaction. It seems to be paying off.

(Editor's Note: During this National Year of Voluntarism, INTERCOM will be featuring individual employees and their volunteer efforts. Please send your article and black and white glossy photo (if available) to AWP-5.)



It's now Major Bill Moses as Bill receives his shoulder boards from the California Wing Commander, Colonel Don Biondich. Photo by Maj. Henry Saffold, CAP.

New Look at Exec School

Two FAAers whose names are synonymous with the agency's Executive School have retired after devoting a total of more than 40 years to running that institution.

Vic Onachilla, the Executive School Manager, and John Slover, his assistant, both retired Jan. 3 and turned the reins over to Eleanor Quigley. A former IRS employee with a master's degree and extensive training experience, she will be in charge when the next Executive

School class meets at Charlottesville, Va., at the end of April. Her assistant has yet to be selected.

During Vic's tenure as manager, nearly 2,000 FAA middle managers graduated from the Executive School and moved on the top Management jobs such as Associate Administrators, Regional Directors, and Service Directors among others. Vic and John's many friends may read about this "changing of the guard" at the Executive School in the February issue of FAA World.

Unused Checklist Is Probable Cause

Apparent failure to use their checklist and correct the plane's elevator trim was cited by the National Transportation Safety Board (NTSB) as the probable cause of the fatal United Airlines cargo flight crash at Detroit's Metropolitan Wayne County Airport Jan. 11, 1983.

All three crewmembers died when the four-engine DC-8 pitched up, rolled to the right, and crashed while still on airport property.

Also cited by NTSB as a contributing factor was the captain's allowing the second officer, who was not qualified to act as a DC-8 pilot, to occupy the seat of the first officer and to conduct the takeoff.

Midway Quotas Being Dropped

The agency plans to drop strike-related landing restrictions at Chicago's Midway Airport on February 29. However, they will remain in effect at Chicago O'Hare until approximately April 1. The target dates for lifting restrictions at the other airports that still have them are: March 15 at LaGuardia and April 1 at Denver Stapleton. Restrictions will remain in effect at Los Angeles International through the period of the Olympic Games.

LAX TRACON/Hawthorne Tower News

Fran Vandiver is the first woman Air Traffic Controller in the 10-year history of Los Angeles TRACON to become fully certified as a full performance level controller. Fran paved the way and now there is another woman controller on board, Linda Diccico, who is making great progress towards certification. In addition to Fran, Paul Dempster and Kari Genter have completed the TRACON training program. At Hawthorne Tower, Andre Moore has become fully certified -- Nice going guys!

Two FAA Executives Honored

Two top FAA career managers have been honored by President Reagan for their outstanding contributions to the advancement of agency programs.

Associate Administrator for Administration Charles E. "Gene" Weithoner received the Distinguished Executive Award, which is the Government's top award for members of the senior executive service. Associate Administrator for Aviation Standards Walter S. Luffsey was presented with the Meritorious Executive Award.

Weithoner was cited for his outstanding contribution to the nation over a period of years when he directed FAA's administrative support of the agency's line-management program.

Luffsey was singled out for his exceptional success in managing and developing personnel and for his outstanding organizational accomplishments in furthering aviation safety.



President Launches New DOT Space Mission

President Reagan has put the Department of Transportation in the space business by designating it the principal Government contact point for the burgeoning new private-sector space transportation industry. DOT will be the Government's lead agency for expendable launch vehicles (ELV) in space and will institute major streamlining of the regulatory process governing private sector launches.

In addition to creating a new office to oversee this activity, DOT will establish and chair an interagency task force on commercial ELVs. FAA and all other agencies involved in the regulation of ELVs will be represented on this task force.

MLS Contract Awarded

The agency has awarded a \$90.6 million contract to begin equipping the nation's airports with a new technology precision approach-and-landing aid called the Microwave Landing System (MLS).

Under the contract, Hazeltine Corporation of Greenlawn, N.Y., will deliver 172 MLS units over a five-year period beginning in the summer of 1985. Initial deliveries will go to airports in the Boston, Denver, Alaska, and Washington, D.C., areas.

MLS is a key element in the agency's National Airspace System (NAS) Plan for modernizing the nation's air traffic control and air navigation system. The plan calls for installation of 1,250 MLSs at U.S. airports by the year 2000.

Perhaps the outstanding asset of MLS is that it will provide precision guidance over a much broader area than the present Instrument Landing System (ILS). This will allow much greater operational flexibility at airports by offering pilots a wide range of

approach paths to the landing runway.

MLS will replace the existing ILS, which has been in use since the 1940s and accepted internationally since 1949. Although ILS has been improved and modified during the past 35 years, further redesign of the system has become increasingly difficult and costly because of its inherent technical limitations and the need to meet new operational requirements.

MLS has been adopted by the International Civil Aviation Organization (ICAO) as the worldwide approach and landing guidance system for the future. However, the equipment will be phased in gradually through the end of the century to minimize the operational and economic burden on aircraft operators.

FAA plans to install MLS using a network approach in order to provide the greatest use of the equipment in the shortest time frame. These networks gradually will be expanded to provide nationwide coverage.

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30 Years for Richard Miyashiro

Richard Miyashiro (right), Electronics Technician with the Technical Support Unit, is shown receiving his 30-year career service pin from Ed Kaneko, Sector Manager, Honolulu Airway Facilities Sector. "Kino" started his Federal service with the U.S. Army and joined FAA in 1967. He has worked at Wake Island and has been with this sector since 1970. Congratulations, Kino!



Satellites do the Job

That system of three satellites that's orbiting the earth listening for aircraft and marine distress signals is doing the job it was designed for—perhaps a little too well.

According to FAA General Aviation News, the two Russian and one U.S. satellites already had been credited with 102 save/assists as of Nov. 1, 1983, despite their short time in orbit. The average accuracy of signal location is in the order of 12 nautical miles.

At the same time, the satellites are picking up a great many false alarms from inadvertently activated emergency locator transmitters (ELTs), which have greatly increased the workload on search and rescue forces. Accordingly, FAA is participating in a special inter-agency False Alarm Working Group that is trying to find answers to the problem through both pilot education and improved technology.

NavAid Replacement Program Progresses on Schedule

The agency's navaid replacement program now is one-third completed, with 318 second-generation systems installed at the end of 1983. Unlike the vacuum-tube equipment they're replacing, the new systems are computer-controlled and monitored, as well as 100 percent solid-state. This means that the equipment can be remotely checked and certified which is in line with FAA's "Maintenance of the 80s" program.

The new state-of-the-art nav aids were manufactured under a joint venture contract with ITT Avionics/Wilcox Electric, Inc., that covers 950 systems. Equipment already installed includes 29 VORs, 38 VOR/DMEs, and 251 VORTACs, which is the civil and military version. All 950 units are scheduled to be installed by mid-1985.

Merit Award For Ed Perry

One of the highlights at the California Aviation Council last year was presentation of the 1983 Merit Award to Ed Perry, (left) controller at Sacramento Executive Tower. Ed received the award for his outstanding and exemplary service to General Aviation, devotion to duty under stress and emergencies (especially during a major accident at a scheduled air show), being a leader and teacher in his profession, and exemplifying professionalism. Ed began his career with the FAA in 1957 at Santa Barbara Flight Service Station. From there he transferred to Bryce Canyon, Winslow, Grants, and finally Sacramento Flight Service Station in 1961. His career goal was to move from the flight service option to the tower option, and Ed received this opportunity in 1967 when he moved upstairs to the tower. In 1967 Ed was one of the original controllers who opened Metro Tower. He returned to Executive in 1969 where he has remained ever since. The FAA family is very proud of Ed Perry and salutes him for this distinguished honor.



Administrator Presents Top EEO Awards

Supporting the ideal of equal employment opportunity continues to grow in FAA if the results of this year's competition for the Administrator's Award for Excellence in EEO is any indication. The competition produced a record 36 nominees and a near record 11 winners who received their awards from the Administrator on January 19 in Washington Headquarters.

In all, six regions were represented at this seventh annual awards ceremony, with the Alaskan, Western-Pacific, and Great Lakes regions each having two recipients. FAA Headquarters also has a pair of winners. The award recipients are:

Alex R. Hammond, Western-Pacific, in recognition of superior effectiveness in achieving measurable results in EEO;

Antonio Trevino, Western-Pacific, for participation as chairperson of the Oakland Center Civil Rights committee and manager of Northern California Hispanic Employment Program and success in recruiting minorities;

Cathy M. Gruver, Alaska, for promoting a self-help training program which resulted in the selection of women and handicapped persons to high-level positions;

Charles W. Muhs, Alaska, for organizing community education programs which led to the appointment of minorities, women and handicapped employees throughout the region;

Elida M. Cardenas, Central, for enhancement of EEO and for high achievement in recruiting Hispanics;

George W. MacArthur, Great Lakes, for exemplary service and recruitment of minorities and women;

Kenneth C. Patterson, Great Lakes, in recognition of an aggressive and positive approach taken to promote EEO;

Robert E. Whittington, New England Regional Director, for exemplary service in promoting EEO and contribution toward the selection of minorities and women for key posts;

Edward V. Curran, Washington Headquarters, for exemplary service in recruitment and encouragement of minority and women employees;

Theodore W. Robinson, Eastern, for contributions to the Air and Space Museum's "Black Wings" exhibit;

John Williams, Headquarters, in recognition of his positive and aggressive approach to promoting EEO.

Safety Improves in 1983

The nation's airlines compiled another good safety record in 1983 with the number of accident-related fatalities down sharply from the previous year.

The three fatal accidents and 14 fatalities last year represented a substantial improvement over the five fatal accidents and 235 deaths in 1982.

In addition, 1983 was the third year in the last four in which U.S. airlines operated without the loss of a large passenger-carrying jet.

Commuter airlines and air taxis also showed improved safety records in 1983, according to preliminary FAA statistics. In the commuter category, fatal accidents dropped from four to three and fatalities from 13 to 12, when compared with 1982. For air taxis, fatal accidents dipped from 32 to 28 and fatalities from 75 to 61.

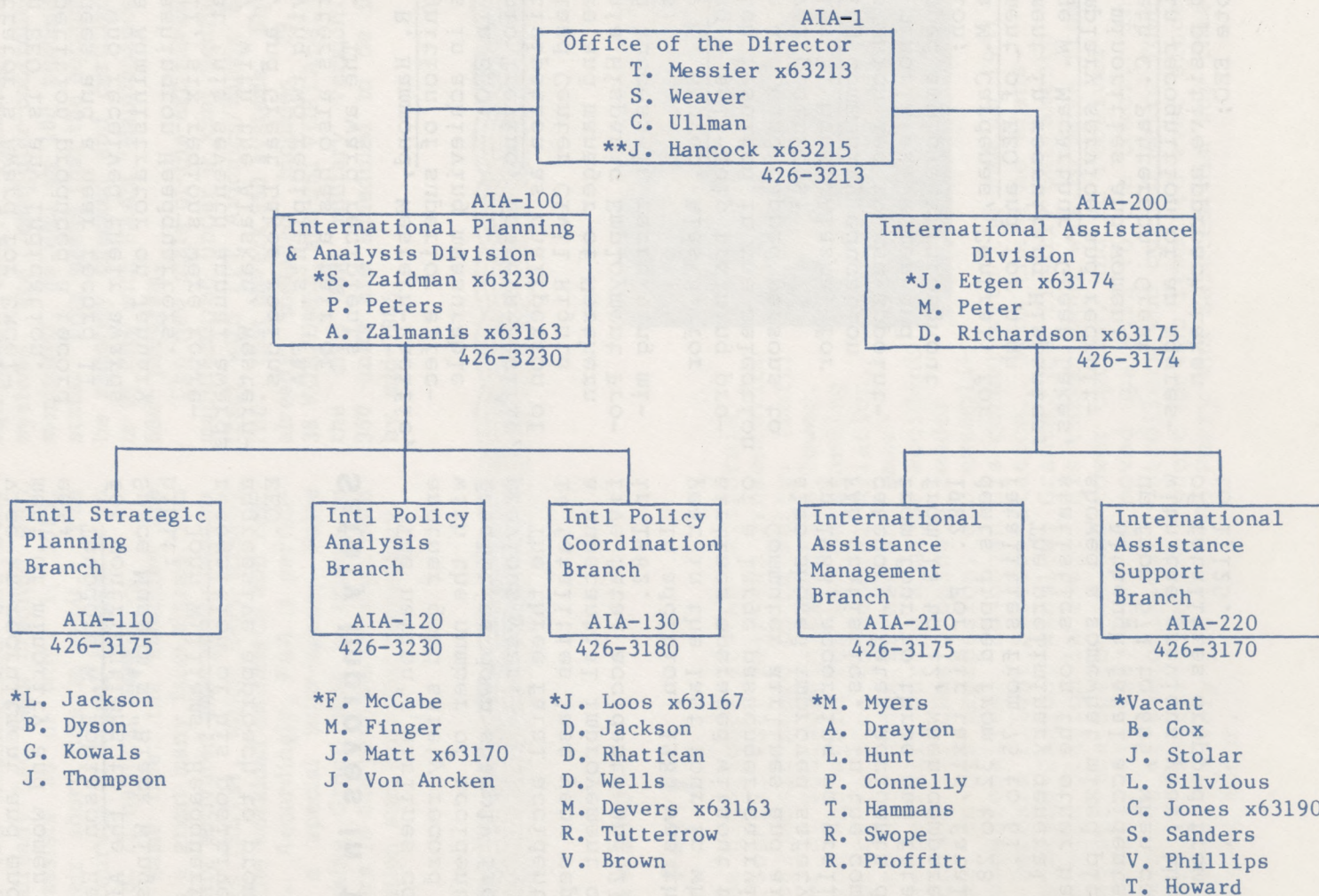
The preliminary general aviation statistics, on the other hand, showed a somewhat mixed picture.

Although fatal accidents were up from 574 to 605, when compared with the previous year, the number of fatalities dropped from 1,164 to 1,125.



CURRENT OFFICE STRUCTURE

WASHINGTON OFFICE OF INTERNATIONAL AVIATION AFFAIRS (OIAA/W)



*Managers

**Special Assistant to AIA-1; on detail from the CAB

Temporary
S. Robinson

Temporary
M. Jordan