



US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



San Francisco Airports District Office

Cover Story

The San Francisco Airport Office is the focal point for airport program management for the State of Nevada and the portion of the State of California north of Santa Barbara, Kern and Inyo Counties. This geographic area includes four large hub airports: San Jose International, Oakland International, San Francisco International in California and Las Vegas-McCarran International in Nevada. All are in the top 20 most active locations in the United States. Ten reliever airports are located in the Bay Area.

The Manager of the San Francisco Airport Office is Mike Mavrakis. John Pfeifer, Planning Engineer, and Les Hopkins, General Engineer, assist Mike in the day-to-day operations and are responsible for both planning and engineering functions associated with the large hub airports. Joe Cloyd, Dan Morse and Sheryl Scarborough, Civil/Program Engineers, take care of engineering and planning requirements associated with federal aid to other airports together with advisory services to airport owners and operators. Other functions include construction inspections, approval of plans and specifications for federal projects, review of Airport Layout Plans, evaluation of airspace cases and preparation of the National Plan of Integrated Airport Systems. Fumi Wong, Program Specialist, is responsible for programming federal grant-in-aid projects, federal property transfer and compliance requirements. Activities related to Airport Certification are performed by John Sodek, Airport Certification Specialist. He is responsible for Airport Safety, including enforcement activities associated with the Airport Certification and Compliance Programs.

Cover photo: Herman Bliss, Airports Division Manager, recently presented awards to the following: Michael Mavrakis, Manager, Quality Increase Award based on outstanding performance; Special Achievement Group Award - Joe Cloyd, Athene Ganetsos, Les Hopkins, Maryanne Nieto, John Pfeifer and Fumi Wong. The awards were based on completing the largest and most significant Airport Improvement and Emergency Jobs Legislation Program during FY 1983. A Letter of Appreciation was presented to Dan Morse for his contribution toward this effort. Shown with the group is Sheryl Scarborough, a recent engineering graduate of University of the Pacific, Stockton, California. Prior to coming to the FAA, Sheryl was employed by the City of Vista, Public Works Department. From left -- Sheryl Scarborough, Joe Cloyd, Fumi Wong, Les Hopkins, Maryanne Nieto, Dan Morse, Mike Mavrakis, Herman Bliss and Athene Ganetsos.

THE FAA TEAM...



it takes
EVERY LINK
to make
it work!

Safety Inspector Force To Be Increased

FAA's corps of air carrier safety inspectors is to be increased by approximately 25 percent as part of the stepped up safety precautions that Secretary of Transportation Dole is recommending for all forms of transportation. In announcing the increase during a National Press Club speech on Feb. 13, the Secretary cited the recent grounding of three small airlines and said, "If more inspectors are needed to help keep an eagle eye out for safety deficiencies or infractions, we'll hire them."

FAA officials stated that in order to comply with the Secretary's proposal, over 100 new inspectors will be hired. At least 55 of these are expected to be on board by April 1, and the remainder should be hired by September.

This will bring the total number of inspectors up to the 1981 authorized level of 674.

Oakland FSDO Loses 60 Years Of Experience

When John Bowers, Supervisory Principal Operations Inspector, and Bill Luther, Principal Maintenance Inspector for World Airways and Air Cal, announced their retirement on Jan. 3, Flight Standards District Office Manager Hoy Washburn elected to honor the two in a slightly different manner. He held an Open House at his home. More than 70 guests from the FAA and industry, including Flight Standards Branch Manager Joe Budro, had a great time with much reminiscing and refreshments. John retired with 32 years of Federal service; Bill had 28. Both plan on remaining in the local area and enjoying their well-earned retirement. The FAA family wishes John and Bill the very best in their retirement years ahead.

Donald Engen Recommended As FAA Administrator

Donald D. Engen, a retired Navy Vice Admiral and current member of the National Transportation Safety Board (NTSB), is Secretary Dole's choice to be the next FAA Administrator.

The Secretary announced Feb. 13 that she has recommended Engen to the President. If, as expected, the President accepts the recommendation, he will formally nominate Engen for the post and submit his name to the Senate for confirmation.

Engen, who is also a former executive with Piper Aircraft Corp., where he worked for former Administrator Helms, retired from the Navy in 1978 as Deputy Commander-in-Chief of the U.S. Atlantic Fleet. During his 36-year Navy career, he gained broad experience in aviation and marine safety. He has flown more than 200 models of aircraft, including the Navy's first jets, and has logged a total of 6,000 flying hours.

Upon hearing that he had been recommended for the job, Engen said, "If President Reagan sees fit to nominate me, I would be honored to serve. I view the (FAA) Administrator's job as one of the most important in the aviation world."



Riverside AFS Recap

Congratulations to Howard Elder who received an award for Sustained Superior Performance.....Happy fishing to Gail Fredrick, our "handiest" man who was toasted by a large retirement luncheon.....Aloha to Dale Knee who transferred here from Hawaii to continue in Gail's footsteps.....Rick Bischoff, Ted Mills, John Ennis, Gerald Rossow and Elaine Railey are all recipients of well-deserved promotions.....Don Roher has left us for another dose of Alaska (Wrangell). He was the last member of the Blythe AF Field Office which has now been consolidated into the Palm Springs Field Office....Don Fowler, Ontario TRACON Manager, expressed his gratitude for the excellent support provided to Air Traffic by the Ontario Field Office and Riverside AF Sector personnel. He specifically mentioned Eston Miller, Ray Nelligan and Dick Pearson in his Letter of Appreciation.....Phil Edelman, Burbank Environmental Unit Supervisor, surprised us with his recent marriage; best wishes to Phil and his bride.



William Houston

Friends of FAA retiree William Houston will be saddened to learn of his death on Feb. 19. after a long illness. Bill resided with his wife, Maria, in Canoga Park, CA. At the time of his retirement, Bill was employed at the Los Angeles Civil Aviation Security Field Office; previous to that he was a Western Region Duty Officer and an Air Traffic Controller. Our sincere condolences to his family.

Outstanding Assist

Bob Howard, controller at Oakland Air Route Traffic Control Center (ARTCC), was recently involved in an outstanding save. On Nov. 6, 1983, the pilot of a Cherokee PA28 called Red Bluff Flight Service Station (FSS) requesting assistance to Visual Flight Rules (VFR) conditions. Trapped on top of an overcast layer 35 miles north of Red Bluff, he was disoriented, having difficulty breathing, and was turning blue due to a lack of oxygen. Red Bluff FSS called Oakland Center and the aircraft was isolated on Sector 43's frequency. Controller Bob Howard, an instrument-rated private pilot and a qualified flight instructor, was called in to give assistance. Bob introduced himself to the pilot and explained what he was going to do. Bob found out that even though the pilot was not instrument rated, he had enough instrument training to enable him to follow Instrument Flight Rules (IFR) instructions and fly below the cloud cover. In a calm and concise manner, while continuously monitoring the pilot's descent rate, Bob instructed him in IFR flying as if he was sitting in the cockpit with the pilot. Ultimately the aircraft broke out of the clouds and into VFR conditions at 2,700 feet over Corning Airport just south of Red Bluff. Another outstanding save! Hats off to Bob Howard for demonstrating to the flying public how important his job is.

Fellowship Time at RO

A time for fellowship, prayer and Bible study is provided during lunch period at the Regional Office. During 1984, we are beginning a study in the Gospel of John. ALL ARE WELCOME. For information, please call Ken Sander, ext. 6085 or Nelson Gnirke, ext. 6200.

1983 ACCIDENT PREVENTION TEAM



From left (standing)—Don Judd, Scottsdale FSDO; Fred Fechner, Honolulu FSDO; R. J. Jones, Oakland FSDO; Bill Matson, San Diego FSDO (recently transferred to Washington Headquarters); Gary Koch, Regional Accident Prevention Coordinator; David Tilton, Las Vegas FSDO (since transferred back into Operations at LAS FSDO) —the new Accident Prevention Specialist at Las Vegas FSDO is Jerry Gavette; Ralph Palmer, Riverside GADO; Paul Stebelton, Long Beach FSDO; Bud Anderson, Sacramento GADO and Jack Norris, Los Angeles FSDO. From left (seated)—Carl Borchers, Reno GADO; Vince Brophy, Van Nuys FSDO; Larry Perkins, Fresno GADO (Larry has since returned to Operations and the new APS is Jim Shamp); and Jerry Pennington, San Jose GADO, who carried on the program while APS Janet Hitt was loaned to the Human Relations Staff.

The 1983 Regional Accident Prevention Team is proud to report that the general aviation accident rate in the Western-Pacific Region showed a definite decline last year. The statistics speak for themselves:

Total accidents down from 623 in 1982 to 520 in 1983...Fatal Accidents down from 147 in 1982 to 119 in 1983...Fatalities down from 313 to 212...and Non-Fatal accidents down from 476 to 401. Percentage wise, total accidents were reduced by 16 percent, fatal accidents re-

duced by 19 percent, fatalities reduced by 32 percent, and non-fatal accidents reduced by 15 percent.

These statistics are computed from information obtained from the Regional Duty Officer's Daily Operations Report and the Accident/Incident Data System (AIDS).

It should be noted that 11 mid-air collisions occurred in CY 1982 compared to four mid-air collisions in CY 1983. In 1982, 20 fatalities resulted from mid-air, and only

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one fatality resulted from a glider mid-air in 1983. This indicates a reduction of 64 percent in the mid-air collision occurrence area with only one fatality compared to 20 fatalities in CY 1982.

The fatal accident cause factors involve pilots flying in adverse weather while attempting to fly through mountainous, high terrain, continuing VFR flight into IFR weather conditions, and pilot disorientation/vertigo.

The percentage of non-fatal accidents occur during the takeoff and landing phases of flight, involving pilot proficiency and improper flight planning.

The Western-Pacific Region Accident Prevention Program will continue to stress an active and ongoing collision avoidance awareness program and pursue and utilize appropriate resources available to reduce the rate of weather involvement accidents.

Hats off to our Accident Prevention Team!

FS Division Awards

Congratulations to the following Flight Standards Division personnel who recently received awards:

Quality Increase Awards with Outstanding Ratings - Henry Meyer and Leonard Levandowski, Phoenix Flight Standards District Office (FSDO); Patricia Twist, Long Beach FSDO; Marion Tilton and Robert Hamblin, Honolulu FSDO; Special Achievement Award with Outstanding Rating - Wayne Nutsch, Oakland FSDO; Special Achievement Award (Special Act) - Gerald Pennington, San Jose General Aviation District Office (GADO); Letter of Commendation - Robert Kruse, Phoenix FSDO; Letters of Appreciation - Gerald Redman, Sacramento GADO; Paul Stebelton, Long Beach FSDO; Joseph Budro, AWP-250; John Norris, Los Angeles FSDO; Janet Hitt and Jack Hocker, San Jose GADO.

ARSA Implemented At Port Columbus

The FAA program to prove out the Airport Radar Service Area (ARSA) concept was expanded January 19 to include the Port Columbus, Ohio, International Airport. The first ARSA was set up at the Austin, Texas, Municipal Airport on Dec. 22, 1983.

ARSA is being evaluated as a possible replacement for Terminal Radar Service Areas (TRSAs). The validation period will run for one year at both locations. After one month in use at the the Austin Airport, the concept "looks good," according to assistant tower manager Weslie Goheen. "Both pilots and controllers have said they like the new concept and it's working well." He added that both groups like the flexibility afforded by ARSA, and controllers particularly like the fact that all traffic is under positive control.

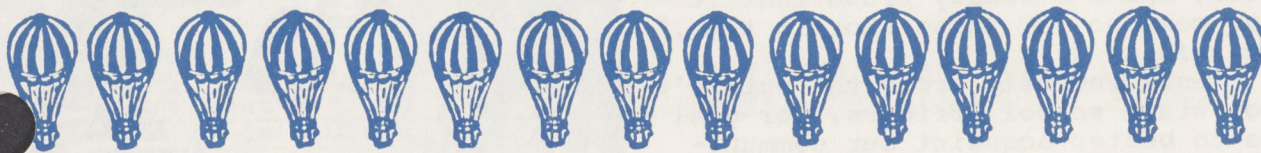
At Port Columbus, no problems with the new service area are anticipated by tower manager Art Hagen. He said approximately 30 meetings with pilot groups have been held and that controllers in the Columbus area, like those in Austin, like the flexible ARSA.

Red Bluff AFS Awards

Congratulations to the following Red Bluff Sector employees who have received awards: Letters of Appreciation - Frank Gutierrez, Electronics Technician, Red Bluff AFSFO (N/C) from the Manager, Santa Barbara AFS and Robert Warnke, Technician-In-Charge, Crescent City Unit from the Manager, Fresno AFS; Career Service Emblems - 25 years: Robert Warnke, Technician-In-Charge, Crescent City Unit; 15 years: Gerald Enos, Electronics Technician, Red Bluff AFSFO (N/C).

Yukio Mochizuki Presented SAA

Yukio "Mo" Mochizuki (right), Supervisory Electronics Technician, Comm/Data Unit, recently received a Special Achievement Award for his exceptional contribution in pioneering and advancing the Quality Circle concept throughout the FAA and particularly in the Western-Pacific Region. Wally Ward, Los Angeles Airway Facilities Sector Manager made the presentation.



ATC Quality Program Reaches Halfway Point

Implementation of the program to use air traffic control computers to help identify operational errors reached the half-way point in Jan. when the Los Angeles Center went operational. The program is a major element in Air Traffic's on-going quality-assurance campaign.

It was initially implemented at the Salt Lake City Center in July 1983. At that time, ATS Director Raymond Van Vuren said that its purpose was not only to identify errors but also to increase controller attention and awareness. Since that time reports from the nine centers where the program has been implemented indicate that it is fulfilling its purpose.

The computers report any occurrences of less than the normal separation. But, in fact, most re-

ports are not operational errors. Most are caused by VFR aircraft, aircraft already under the control of a tower where spacing requirements are less, or military aircraft engaged in midair refueling.

The computer is detecting some additional minor errors that are almost impossible for a controller or supervisor to detect. An error where 4.8 miles of separation exists instead of five miles is easily missed by a busy controller but is detected by the precise computer measurement.

The quality-assurance computer program is expected to be operational at all 20 domestic en route centers by July 84. The next center scheduled to implement the program is Fort Worth, Texas.

Aviation Education Comes of Age

Aviation Education has come of age!

In January, former Administrator J. Lynn Helms signed the Aviation Education Agency Order, culminating a year of organizing, planning and rebuilding the Aviation Education Program, one of his major initiatives as Administrator. The ceremony took place one year after Helms ordered a revitalization of FAA's Aviation Education (AVED) Program and eight months after approving the initial AVED Program Plan.

Helms said he was "pleased and delighted" that the AVED Program had come so far in just one year. "It has been one of my top priorities, and I'm really proud that it has come so far in so short a time," he said.

"As I recently wrote the nation's top state school officers, our goal is to better acquaint our communities and schools with the important role aviation plays in our lives. That way, we will have a more enlightened citizenry regarding aviation and FAA's world leadership mission and at the same time help ensure a future pool of talent for the FAA and the aviation-aerospace industry."

Assistant Administrator for Public Affairs Edmund Pinto, heads the AVED Headquarters Management Team consisting of Don Clausen, Mary Jo Knouff, and John Hanks. Pinto said, "Aviation Education works because of the team that runs the program--the thousands of FAA employees, from the AVED Headquarters Management Team to the regional coordinators and the nearly 3,000 local facilitators, now being selected--they are the ones who really make the program work."

Pinto said that in 1983, the first year of the new program, the regional coordinators and local facilitators together reported

350,000 face-to-face contacts with students and the general public in facility tours, career days, classroom presentations, seminars, workshops, etc., logging almost 16,000 hours, or 7.5 man-years, of work on and off duty. They also administered an aviation education writing contest among students from the fourth to the twelfth grades, which attracted over 10,000 entries nationwide, with prizes to be awarded on the state, region, and national levels during March.



Phoenix ARSR SFO Awards

Leonard Dunn (left) and Robert Thomas (right), Electronics Technicians, receive Quality Increase Awards and congratulations from Lyle Adams, Manager, Phoenix ARSR Airway Facilities Sector Field Office. Photo by Riley Porter.

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Successful Careers Seldom Happen by Chance



by Polly Bryan, Federal Women's Program Manager, AWP-9

It is frequently difficult for individuals to understand or accept barriers to career progression. How many times have you heard someone say, "That person was just at the right place at the right time = some people have all the luck!" Or, "I wonder who he/she knows?"

Usually it takes a great deal more than that. Many factors enter into the selection process. A good question to ask yourself is, "Have I done everything I can to increase my chances of success?"

Personnel specialists know that there are some things you can do to help yourself submit a winning bid next time. They know because they see it happening all the time. A great deal depends upon up-to-date personnel records.

In the Merit Promotion Program selection process there is a rating/ranking scale which grants a specified number of points for items such as years of experience, education, performance awards, self-development, training and diversity of work experience. The only records promotion panelists are authorized to use are the ones they find in the employee's Official Personnel Folder and the SF-171 form. A list of those individuals who have the most qualifying points is given to the selecting official.

Even if a panel member has personal knowledge of an employee's qualifications that are not shown in the records, that information is not allowable in determining a selection.

Here are some points to consider for updating your files.

Experience

- Write accurate, concise but complete descriptions of what you have done in past jobs, including: required skills, abilities, special assignments, authority and responsibility, relationship to others, accomplishments.
- Use separate blocks if your duties, responsibilities or salary level changed while working for the same employer. Treat each change as a separate position. Use extra sheets of paper, if necessary.
- Emphasize things that show initiative, decision making and individual responsibility. Use words like developed, organized, planned, coordinated.

Education and Training

Show all the education and training you have had. Include the highest level of college attained and credit hours, government training courses, out-of-agency training courses, training courses taken at your own expense, seminars and conference.

Important: Include names of schools, locations, dates attended, subjects, number of classroom hours and any other important data. Otherwise you may not get as much credit as you are due.

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Honors, Awards, Fellowships

Give titles and dates of all awards received in FAA, other agencies and outside organizations. Include letters of commendation (from your supervisor or others); performance appraisal awards; community and government awards (and nominations); suggestion awards; safety awards; election to honorary societies or groups and others that seem appropriate. A "current Performance Appraisal" means one completed within the current year.

Special Qualifications and Skills

Include everything you think might be pertinent, such as:

- Membership in organizations. Be sure to include any offices held or particular responsibilities, e.g. fund raising, workshop leader.
- Public speaking skills (you don't have to have extensive experience - maybe you have spoken at a church or social function)
- Articles or reports you have written (not necessary that they have been published)
- Skills with machines. Be specific - include everything - key punch, typewriter, projectors, calculators, duplicators or cameras.
- Counseling
- Analytical writing
- Conference coordination
- Little League coaching
- Church school teaching

Do not underestimate the value of this experience. The skills, abilities and responsibility developed in these activities are important assets and are often transferrable to other jobs.

A Word About Travel

Applicants are considered for positions requiring travel based on the number of nights a month for which they indicate travel availability on the SF 171. Keep your options open on this question. Be honest but don't limit yourself unnecessarily; for example, if a job is attractive enough you might be willing to travel often, especially to nearby places.

Match Qualifications and Bids

When submitting a bid for a job, it is important to highlight and match aspects of your experience and skills to complement those required by the vacancy. In other words, best foot forward - it is your responsibility to indicate why you are well suited for the job.

Remember -- YOU HAVE THE RIGHT TO EXAMINE AND UPDATE YOUR PERSONNEL FOLDER AND SF-171 FORM. TAKE THE TIME TO DO SO AND SUBMIT THE NEXT WINNING BID!





Honored

or

Excellence

In

EEO



Alex Hammond (top photo), Manager of the Airway Facilities Division, and Antonio "Tony" Trevino (bottom photo), Electronics Technician in the Fremont Airway Facilities Sector, were among 11 recipients FAA-wide to receive the Administrator's Award for Excellence in EEO. Former Administrator J. Lynn Helms presented the awards, consisting of a medal, plaque and lapel rosette, during a special ceremony held at Washington headquarters. Tony was cited for his "superior effectiveness in achieving significant, measurable results in EEO." Tony received his award for his "leadership and service as Chairperson, Oakland Center Civil Rights Committee, and for his achievements as Northern California Hispanic Employment Program Manager."



**GREATNESS ...
A TEAM EFFORT!**

