



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

Western-Pacific Intercom

Santa Maria



Cover Story

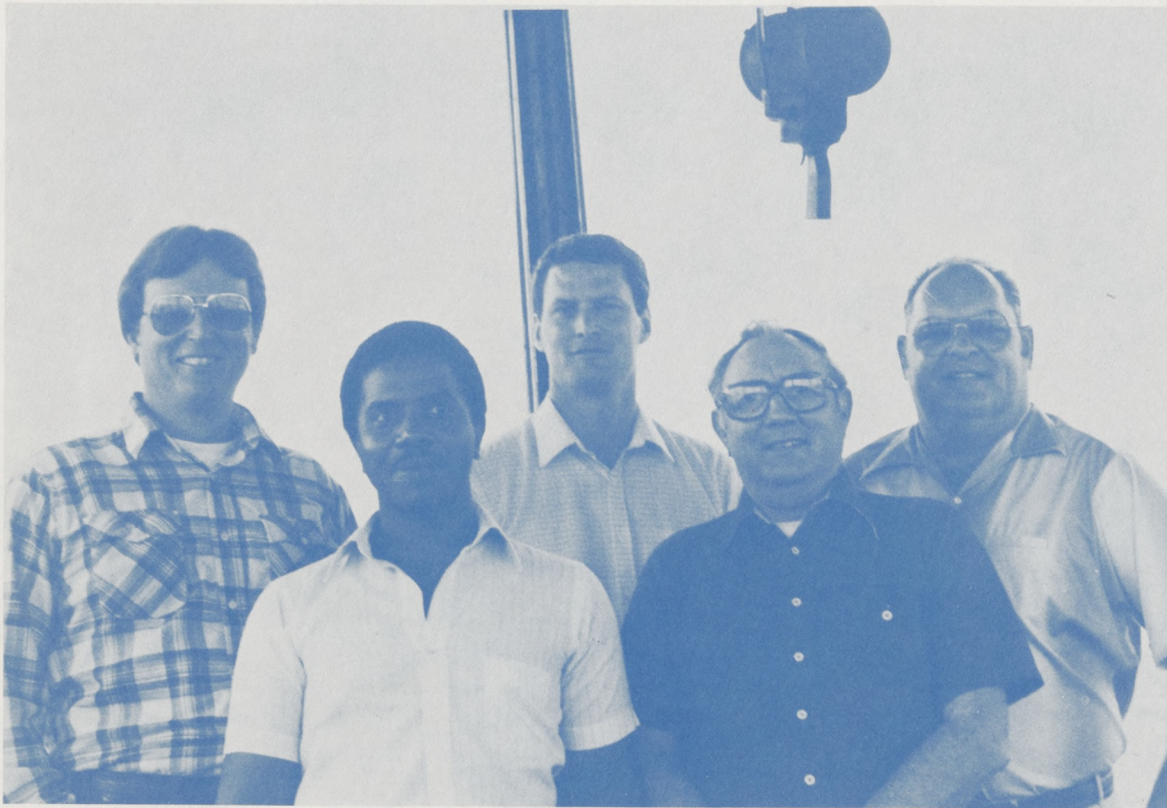
Santa Maria Tower is located at the north end of Santa Barbara County just east of Vandenberg Air Force Base. The tower serves Santa Maria Public Airport which is fast becoming more than just a General Aviation Airport.

With the activity in off-shore oil drilling, numerous helicopter companies are starting to look at this airport as their base for operations. Oil rig crews are flown into the airport from the southern part of the states on aircraft as shown on the cover. Upon arriving at Santa Maria, the crews then switch to helicopter and are then flown to numerous oil rigs located off shore of the Central Coast.

Another exciting role for Santa Maria Tower will start with the transfer of the Space Shuttle program to Vandenberg Air Force Base. At this time, the tower will become a vital link in the support of the Civil Operations pertaining to the Space Program.

Santa Maria Air Traffic Control Tower is a Level I VFR tower. Staffing includes Air Traffic Manager Marvin "Ed" Holbert and four journeyman controllers—John Clark, Jr., Marcus Palmer, Barry Gamblin and Ronald Braden—who pride themselves on giving the best service possible.

Cover photo by Barry Gamblin.



This "Happy Bunch" makes up the team at Santa Maria Tower. From Left: John Clark, Jr. , Marcus Palmer, Barry Gamblin, Ronald Braden and Facility Manager Marvin "Ed" Holbert. It could be assumed that the smiles are due to the fact that the controllers are now "All" Facility Rated.

Santa Maria People

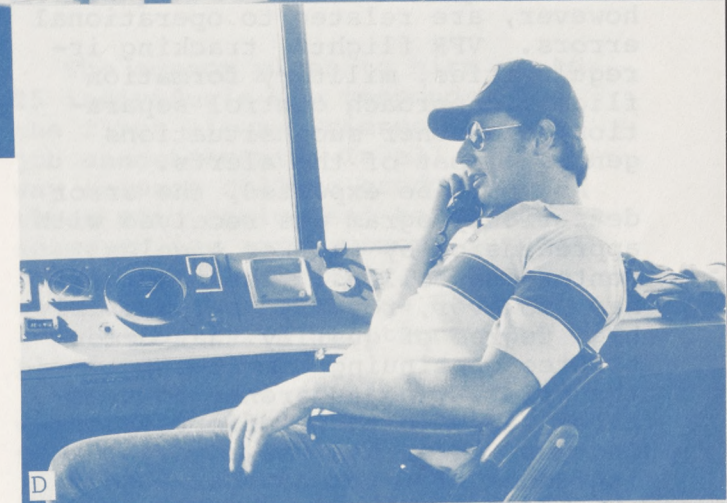


A--Ronald Braden on local control.



B--Barry Gamblin at the ground control position.

C--Marcus Palmer working local control.



D--John Clark, Jr., working flight data/ground position.

E--Here John Clark, Jr. receives an outstanding performance rating with Quality Within-Grade award from Facility Manager Ed Holbert.



All photos by Barry Gamblin

Los Angeles Center Places Operational Error/Detection Program Into Operation

On January 27, Los Angeles Air Route Traffic Control Center became the 10th facility to activate the Operational Error/Detection Program. This program is designed to detect loss of standard separation between aircraft in the ATC system. If less than standard separation is detected by the system, a message is generated at the Area Manager's position. This message includes such information as aircraft identifications, positions, and altitudes at the time of the alert. The Area Manager then investigates each alert to determine if, in fact, an operational error has occurred. Few of the alert messages, however, are related to operational errors. VFR flights, tracking irregularities, military formation flights, approach control separation, and other such situations generate most of the alerts.

As would be expected, the error detection program was received with apprehension by the Los Angeles Center controllers. The program has, however, revealed a remarkably high degree of quality that demonstrates continuing commitment to the priority of adherence to standards. Due to their efforts, Los Angeles Center has had a very low incidence of errors compared to those facilities that previously activated the program. As a result, the controllers are contributing to a safer and more effective air traffic control operation. They are rightly proud of their performance.

Oakland Air Route Traffic Control Center is scheduled to be the 16th facility to activate the program on April 27.

Ultralighters Cite FAA

Former Administrator J. Lynn Helms and a group of FAA employees have been recognized for their efforts to improve the safety of ultralight flying.

Besides Helms, FAAers cited by the ultralight magazine "Glider Rider" were: Bernie Geier, Manager, General Aviation and Commercial Division, Office of Flight Operations; and two of his branch chiefs, Art Jones and Michael Sacrey, and one of his operations specialists, Gary Perkins. Also cited was Ken Peppard, a specialist in the Air-space and Air Traffic Rules Branch, Air Traffic Service.

In addition, the magazine honored FAA's bi-monthly safety publication FAA General Aviation News, which is edited by David Gelfan. It was cited "for contributing to the education of ultralight pilots and for educating general aviation pilots about ultralights."

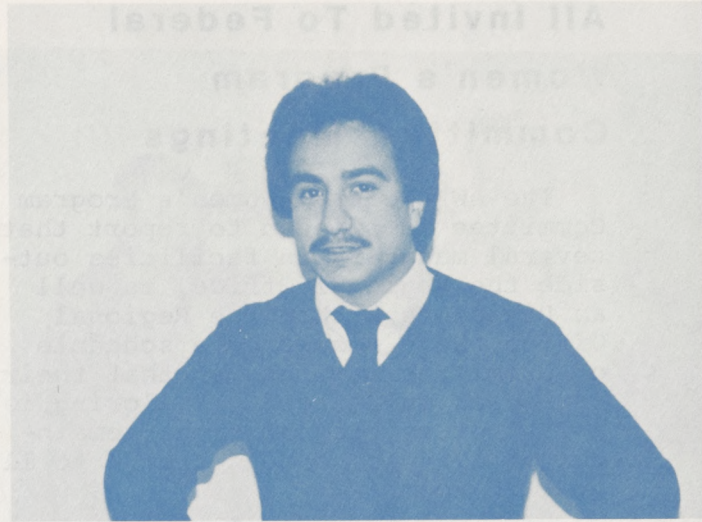


It's All
For Fun

Meet new people, renew old friendships and lets BOWL!! Sharpen your skills for the long winter season. Make plans now to join the FAA Summer Bowling League. Now is the time to form your three person mixed teams as we are limited to 12 teams. Teams are already forming so please don't delay; contact Cathy Beam X6137 or Dave Morgan X6208 and give us your names. League play starts at 4:45 p.m. on Thursdays. The league begins either May 17 or May 24 - DATE TO BE ANNOUNCED LATER. LET THE FUN BEGIN!

Thanks, Joe!

In response to the request for help that appeared in the Intercom, Joe Picon, Supply Technician, Material Management Branch, Logistics Division, volunteered to help the Regional Flight Surgeon, Aviation Medical, by going out of his way enroute to work to pick up the specimen that is needed following aircraft accidents. The Agency is saved at least four manhours each time he assists. Thank you, Joe!



Keep FAA World Coming

FAA WORLD would like you to meet our man at the El Paso Intelligence Center that tracks down smugglers, the new manager of the FAA Executive School who's replacing the legendary Vic Onachilla, the agency's man in Europe who talks about job opportunities in that part of the globe, and the manager of the human relations program who explains where we're going with that effort.

But if you've moved lately, you need to make sure the WORLD moves with you. The home address used by the agency to mail WORLD is the same one used for mailing W-2 income tax forms every December.

The list is normally canvassed each November, but if you want your address corrected sooner to keep WORLD coming, you will have to initiate the change yourself.

Ask your time and attendance clerk for FAA Form 2730-18, "Payroll Address Information," and complete items 1 and 2 only (items 3 and 4 are for changing the mailing address of paychecks). The T&A clerk will forward the form to payroll for processing.

First Hires Planned In Airway Science Program

The agency plans to hire up to 25 individuals who responded to the first Airway Science Program job announcement. In all, 802 airway science college graduates, or those with equivalent backgrounds, answered the announcement issued last fall. Since many of these opted for more than one occupation, a total of 1,172 positions were applied for.

Of those who applied, over 400 were rated as eligible for further consideration.

Of the 25 that the agency plans to hire, approximately one half are expected to be graduates of universities with recognized airway science curricula. Other hires will have an equivalent background.

Jobs to be filled by these candidates are distributed throughout the agency and, in most instances, candidates will be employed in geographic regions for which they have stated a preference. Similar job announcements are expected to be issued semi-annually.

All Invited To Federal Women's Program Committee Meetings

The AWP Federal Women's Program Committee is pleased to report that several managers in facilities outside the Regional Office, as well as Divisions within the Regional Office, have requested a schedule of Committee meetings so that their employees may attend. Following is a list of meetings for the remainder of 1984 to be held from 9 to 11 a.m. in Room 4W7:

March 21	August 15
April 18	September 19
May 16	October 17
June 20	November 21
July 18	

CLIP THIS SCHEDULE AND KEEP BY YOUR DESK!

Special events are planned for these meetings including speakers, films, videotapes and training seminars. ALL AWP EMPLOYEES - BOTH MEN AND WOMEN ARE INVITED TO ATTEND.



Civilair News

Remember the delicious See's Candies at Christmas time? Civilair will be selling See's Candies again for Easter. Pick up your order form at the Civilair desk on the fourth floor of the Regional Office or see your Civilair representative.

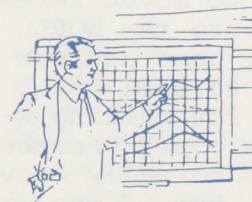
Dole Pushes FAA Budget

Just one week after the Administration's Fiscal Year 1985 budget went to Congress, Secretary Dole was on Capitol Hill pushing for full funding of FAA and other DOT programs, especially those related to safety.

Testifying February 8 before the House Appropriations Subcommittee on Transportation, the Secretary expressed her "strong support of the program to modernize and improve air traffic control and airway system facilities." She noted that the \$1.7 billion requested for facilities and equipment (F&E) is "the highest annual level of Federal capital investment for upgrading the National Airspace System in the history of U.S. aviation."

She said full funding is necessary "to handle the expanded volume of air traffic projected for the 1990's."

In addition, Secretary Dole stressed that 82 percent of FAA's total \$5.7 billion budget request will be financed from the Aviation Trust Fund and, thus, will not create a burden on the general taxpayer. She noted that Trust Fund monies will pay for all of the F&E, airport aid and research and development programs, as well as for nearly two-thirds of the operations costs.



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, or Beth Caughey, Assistant Editor, AWP-5, 213/536-6431 or FTS 966-6431.

Letter of Appreciation For Agnes Nakamoto, Honolulu FSS

Agnes Nakamoto (center), Clerical Assistant, is flanked by Ron Harris, Facility Manager, and Ed Ishisaka, Area Supervisor, awarding Agnes for her care and compassion during a very tense and stressful situation. Agnes was tasked with making arrangements to accommodate seven Area Supervisors and Specialists off island to En Route Flight Advisory Service (EFAS) School at the FAA Academy in one day. A task of this type from Hawaii is very demanding and requires dedication far beyond what is normally expected. Agnes completed the task successfully and we are all grateful and proud. Congratulations on a job well done, Agnes!



Special Inspection Planned

In response to Transportation Secretary Dole's announcements of stepped-up FAA inspection programs, the agency is preparing to initiate a special two-phase National Air Transportation Inspection (NATI). All available inspectors, including supervisors and managers from field and regional offices and FAA Headquarters, will participate in the all-out effort.

During the first phase, which was scheduled to begin March 4 and last three weeks, inspectors will concentrate on finding trends and potential problem areas. Phase II will be based on the data generated by Phase I inspection summaries and is scheduled to begin April 1.

If during Phase I, inspection reports of an air carrier indicate deficiencies that require immediate action, a Phase II type special emphasis inspection will be initiated immediately.

Phase II of the NATI Plan provides for the conduct of in-depth inspections of particular air carriers or for additional inspections and/or analysis of selected segments of the industry.

Weather Satellite Receivers To be Installed in 61 FSSs

The agency has ordered equipment for 61 flight service stations that will provide Flight Service Station specialists with near real-time weather information from satellites.

The equipment will be installed over the next year at selected locations and eventually will end up in the 61 automated facilities that will comprise the future FSS system. It will provide printouts of satellite transmissions that show, among other things, location and movement of weather systems as well as type and intensity of cloud cover.

United Press International will provide the "off-the-shelf" receivers, and install and maintain them under a \$1.6 million FAA contract. The contract price also covers the training of FSS specialists in the use of the equipment.

The data fed to the 61 FSS sites will be obtained from the Geostationary Operational Environmental Satellite (GOES) System, which consists of two satellites in stationary orbit. GOES is part of the larger National Operational Meteorological Satellite System.

New Method Devised For Airmen Tests

The agency has devised a new more efficient, money saving system for giving airmen written tests, beginning March 1.

Under this system, over 60 test question books and advisory circular test guides are being combined into 12 master question books, one for each exam area. These areas include private pilot, commercial, instrument, instructor, and so on.

The new books will be available to both the applicant and the examiner. Applicants will use them as study guides and examiners in administering the tests.

When taking a test, an applicant will be given a question book and an individualized question selection sheet. This sheet will require the applicant to answer a selection--about 80--of the 1,000 or so questions in the question book.

When the test is completed, the answer sheet will be sent to the Airman Certification Branch at the Aeronautical Center for grading. That office will report back to the applicant giving the test score and listing the questions answered incorrectly.

In addition to the test question books, at least four new practical test guides will be available to airmen studying for written tests. The new Private Pilot Practical Test Book will be published soon and will be followed by guides for the commercial pilot test, airline transport pilot test, and combined instructor/instrument rating.



Agency Updates Engine Certification Rules

The agency has amended FAR Part 33 to update and streamline the certification requirements for aircraft engines. The new rules will help to increase engine reliability by taking full advantage of the latest state-of-the-art engine technology and in-service experience.

At the same time, the amendments further the President's Regulatory Reform Program by simplifying a number of technical requirements, eliminating unnecessary rules, and removing administrative burdens.

One way the new rules improve safety is by requiring that turbine engines used on small aircraft be able to contain parts that break away from the core of the engine in the same way that the engines now used on large aircraft must contain these parts. Another new safety measure requires that structural parts of the aircraft that are located in front of a turbine engine in the path of the airflow to that engine be subject to the same standards for resisting damage when hit by foreign objects, such as birds, as the engine itself. This is to prevent parts from being knocked loose and sucked into the engine. FAA World will have an article on the subject in a spring issue.

Shea To Stay On

Associate Administrator for Airports, William Shea, who was planning to leave his post and step into a Tech Center job, has been asked to remain in his present post by Acting Administrator Fenello. By remaining on the job, Shea will ensure the continuity of several airport projects during the transition period to a new Administrator.

Oakland Center Honors Woman Controller

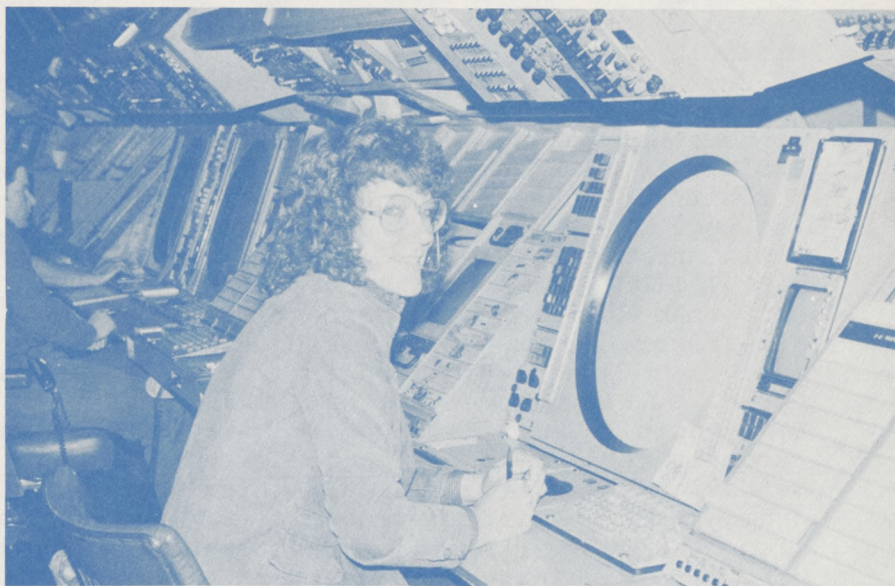
Meet Donna Cline -- the first woman since the strike to certify as a Full Performance Level controller at Oakland Center.

Donna came into the air traffic program at the suggestion of a pilot friend. Donna had no idea what she was getting into, but with a little persistence, fortitude, and "fear" she was able to survive the rigorous training program at the FAA Academy and at Oakland Center. She admits, "at times I felt that it was a man's world and the guys didn't really want me or believe I could control

traffic" and I was beginning to believe it too. When asked what advice she would give to future women controllers, she had this to say, "be persistent; don't be intimidated by the men; and by all means, don't give up."

Donna grew up in West Chicago, Illinois, and has a background in computers. She likes to spend her off-duty hours camping, skiing, swimming or just playing with her dog.

The Oakland Center and the entire FAA family congratulate Donna on her latest achievement and wish her much success with the FAA.



LAX AFS Facts

Thanks go to Chuck Stinnett, Assistant Manager, Technical Support Unit, for spearheading the Los Angeles Airway Facilities Sector's annual Christmas donation to Children's Orthopedic Hospital. Our sincere thanks to Chuck and all LAX AFS personnel who contributedCongratulations to Yukio "Mo" Mochizuki for his nomination to the Secretary's Award for Meritorious Achievement. "Mo" has been diligently involved in the implementation of the Region's Quality Circle program. Although he was not selected this year, he did receive a Letter of Appreciation from

the Regional Director.....Congratulations to James Gilbert on his Quality Increase Award for exemplary work as Electronic Technician in the LAX AFS Radar Unit.....Lou Moore, Vivian Green, Lou Romero, George Overly and Jim Lougheed all received Letters of Appreciation. Congratulations to all of you..... Welcome aboard: Uletta Allen, ARTS Technician from Chicago; Gene Gvist, Environmental System Technician from Detroit; Clarence "Swede" Almquist, Environmental System Technician from Minnesota; Donald Henderson from Oklahoma City and William Freeman from the Aeronautical Center joining the Technical Support Unit.

Phocus On Phoenix AFS

Billie Chrestman, Administrative Officer, recently returned from a 60-day detail to the Regional Office, AWP-423. It sure is great to have her back! Administrative Assistant, Barbara Schwitters, is currently on a 30-day detail to the Region, AWP-460.....Dewayne Nolin and Gordon Green, Environmental TIDs, were recently promoted. Also, the Environmental Support Unit Supervisor, Jimmie Bell, was promoted. Congratulations to all three.....Floyd Howerton, Nav/Comm TID, Phoenix Technical Support Unit recently received a Letter of Commendation from Norman Solat, Acting Manager, Flight Information Division, APM-600 for Floyd's recent detail to Washington headquarters where he served as a member of the Remote Maintenance Monitoring Steering Group (RMMSG).....Letters of Appreciation were recently received by: Dewayne Nolin and Jay Walton, Technical Support Unit, Phoenix, from Fred Miller, Manager, Prescott Sector Field Office for their work on the Second Generation VORTAC installations; Jimmie Bell, Environmental Support Unit Supervisor from Alex Hammond for the Environmental Training and Technical Conference; Administrative Unit (Billie Chrestman, Susann Johnson, Barbara Schwitters and Christine Canchola) from Dick Muckle for their support of the Environmental Training and Technical Conference; Al Boisvert, Staff Engineer and Barbara Schwitters, Administrative Assistant from Alex Hammond for the ARTS III SPS Conference; Special Achievement Award with Outstanding Rating was presented to Joe Perez; Electronics Technician, Phoenix SFO; Quality Increase Awards with Outstanding Ratings were received by Leonard Dunn and Robert Thomas, Electronics Technicians, Phoenix ARSR SFO; Career Service Emblems-15 years; Douglas McCabe, Systems Performance Specialist, Phoenix SFO and Ronald Owens, Electronics

Technician, Safford SFO; 25 years: Lester Hair, Electronics Technician, Davis Montham/Tucson SFO and Larry Smith, Manager, Safford SFO; Retirements: Billy Cline, Electronics Technician, 9/9/83; Harwin Feemster, Electronics Technician, Davis Montham/Tucson SFO, 9/29/83; Harold Hazlett, 1/6/84 and Claire Cooper, 1/20/84 both Electronics Technicians from Prescott SFO.....Diana Burke, daughter of Robert Burke, Electronics Technician at Prescott SFO, received a very welcome and deserved Christmas present. Diana, an Honor Society student at Prescott High School, was appointed to the U.S. Naval Academy by Senator Dennis DeConcini. In June, she will join her brother, David, who is completing his second year at the academy.

Reno Loses Carlton Maddox as Accident Prevention Counselor

Carl Borchers, Accident Prevention Specialist at the Reno General Aviation District Office, recently received the following letter from Carlton Maddox, Area Supervisor, Reno Flight Service Station: "It is with great regret, that I must withdraw from my position as an Accident Prevention Counselor effective Feb. 1, 1984. This action is necessitated by my transfer to the Las Vegas FSS. It has been a great pleasure working with you, in this vital area, during the past 18 months. I can safely say that the esprit de corps which you have shown in working with Reno FSS has made my job easier and has enhanced our effectiveness and the safety of flight." Carl Borchers adds that Carlton was a great worker in the safety programs and he will be missed.

Steady Growth Seen By Aviation Forecast

Aviation growth and more growth is predicted by the latest FAA "Aviation Forecasts."

According to the report, the nation's airlines are expected to increase passenger enplanements at an annual rate of better than 4.6 percent over the next 12 years and pass the 500 million mark in the early 1990s. The forecasts note that this growth trend already is underway and the major U. S. airlines flew more passengers more miles in FY 1983 than ever before surpassing the previous records set in 1979.

During the forecast period, commuter airlines are projected to grow at the even faster rate of 7.4 percent. This would produce 46.1 million passengers in FY 1995, more than double the FY 1983 level of 19.5 million.

Concerning general aviation, the report sees steady increases in aircraft sales and flight activity throughout the forecast period. Although sales of general aviation aircraft have declined in recent years, the forecasts predict "sustained growth close to historic levels" with the general aviation fleet growing from the present level of 210,000 aircraft to 287,000 in 1995.

Contributing substantially to this increase will be the rise in the number of turbine-powered planes, a trend which reflects the growing use of general aviation aircraft in business. From now until 1995, the number of turbine-powered aircraft is expected to grow at two and a half times the rate of piston-powered planes. The total is expected to reach 18,000 by 1995, just about double the present number. Similar growth is forecast for turbine-powered helicopters which are expected to increase from 3,700 in FY 1983 to 8,400 in FY 1994.

"Aviation Forecasts" was prepared by the Planning Analysis Di-

vision of APO, under the direction of Acting Manager Marvin Olson, and Gene Mercer, Manager of the Forecasting Branch. The following persons were responsible for individual subject areas:

Commercial Air Carriers - Robert Bowles

Commuter Air Carriers - Charles Moles

General Aviation - Arnold Schwartz

Helicopters - Thomas Henry

FAA Workload Measures - Arnold Schwartz and Robert Bowles

Statistical Assistance - Virginia Price

Text Preparation - Earline Burgess

25 Years For Norman Kong



Norman Kong (left), Electronics Technician, Kauai Airway Facilities Sector Field Office, was recently presented his 25-year Career Service Emblem by Manager Bob Hiraoka. Norman served four years in the U.S. Air Force and entered the Federal Civil Service with FAA in 1961. He later joined the Department of Navy, Guam in 1965. In 1977, he rejoined FAA and has been assigned to Kauai since then.

How can you receive Training in this Region?

Training can be requested by employees in a variety of different ways.

One of the most successful training programs is the "Self Development Training Program for the Western-Pacific Region." See Notice WP N 3115.10, dated 12/22/83. This program allows employees to attend after-hours career development/job-related training courses and be reimbursed for the cost provided that the conditions in Notice WP N 3115.10 are complied with.

Employees can request Office of Personnel Management (OPM) and other out-of-agency training courses through their supervisor to the Regional Training Branch, AWP-17. Training courses and schedules are listed in the OPM Interagency Training Catalog and in various bulletins issued by the OPM. Most FAA Western-Pacific Region facilities are on the OPM mailing list. The procedures for requesting out of agency training are outlined in FAA Order 3000.6B.

The FAA's annual call for training requirements is the main source of identifying training needed by employees and providing them with that training. This program covers all centrally-arranged training at the FAA Academy, Management Training School and many other locations. Supervisors using the Call for Training Requirements system request training needed by their employees by category and quarter. Training quotas are scheduled and provided through the supervisor to employees as a result of this system.

Another source of training is that which the Training Branch arranges during the year as a result of the requirement system and individual requests from managers, supervisors and employees. These training courses are in various locations throughout the region and cover a multitude of subjects. Examples are: Management Team Action, Leader Effectiveness Training, Cardiopulmonary Resuscitation Training, Leadership and Women, Instructor Training, Better Office Management, Secretarial Techniques, Effective Letter Writing, etc. These training courses are announced by a memorandum to all managers in the general location of the training site. Requests to attend these training classes should go through the employee's supervisor to the Training Branch.

Many other training courses are available by way of correspondence. OPM as well as FAA offers a variety of training courses in many different subjects. Most of these correspondence courses are listed in FAA's Catalog of Training Courses. The catalog contains all information necessary to apply for these programs.

Looking into the future -- the region will soon have available Computer Based Instruction (CBI) at most of our major locations.

Other training opportunities may become available during the year and Training Branch personnel are available to discuss training courses and to help anyone who calls.

As you can see, some form of training is available to each employee -- why not take advantage of it?