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May 28, 1984

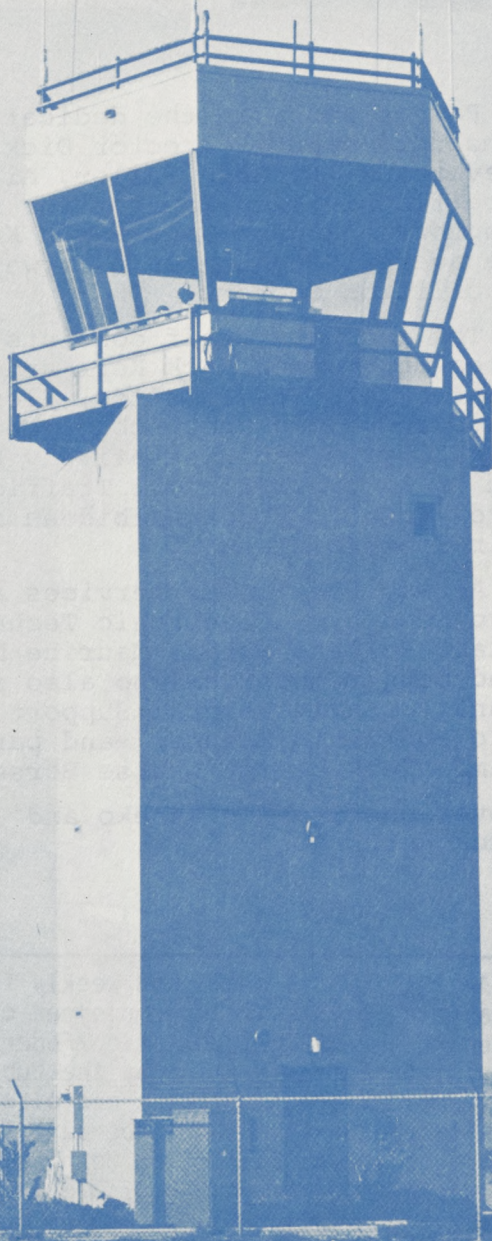
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of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



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Cover Story. . .

The dedication of the new Molokai Airport Traffic Control Tower at Hoolehua Airport, Island of Molokai, Hawaii, took place on Dec. 3, 1983.

The 40-foot tall tower sits on an 18 by 18-foot shaft which contains offices and a break and training room. With its 225-square foot hexagonal cab, the tower is the first production model facility of its kind to be equipped with the Integrated Communications Control Switching System (ICCS). The ICCS is an expandable computer-controlled communication system which provides for total management of the radio-telephone, intercom and landline system at the area supervisor's console.

The new tower replaces the temporary mobile control tower that was situated atop the airport fire station. The temporary facility had opened in 1978 with the chief's office and training room located in a trailer next to the fire station.

Molokai Island has a population of approximately 6,000. It has a rural lifestyle with major pursuits of farming, ranching and, to a lesser degree, tourism. Located 40 miles east of Honolulu, the airport is a center of activity for the community since it provides the only access for residents to other islands. Air taxi operations accounted for 80 percent of the tower's total activity which was over 63,000 last year.

Participants in the dedication included Deputy Director Dick Devereaux; Richard Failor, Air Traffic Division Manager for the Southwest Region; and Edwin Kaneki, Manager of the Honolulu Airway Facilities Sector.

The facility staff consists of: Area Supervisor Jack Kerr and Controllers Steve Henley, Glenn Higa and Jimmy Upchurch. The facility is administratively assigned to the Maui Airport Traffic Control Tower. Robert Rabideau is the Air Traffic Manager.

Airway Facilities services are provided by: Electronic Technicians Rolland Moran, Maurice Dorsey and Doug Pemberton (who also serve Lanai); Environmental Support Technician Melvin Spencer; and part-time clerk typist Louise Borsella.

Cover photo by Ed Kaneko and Jack Kerr.

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**Molokai
Tower
Dedication**



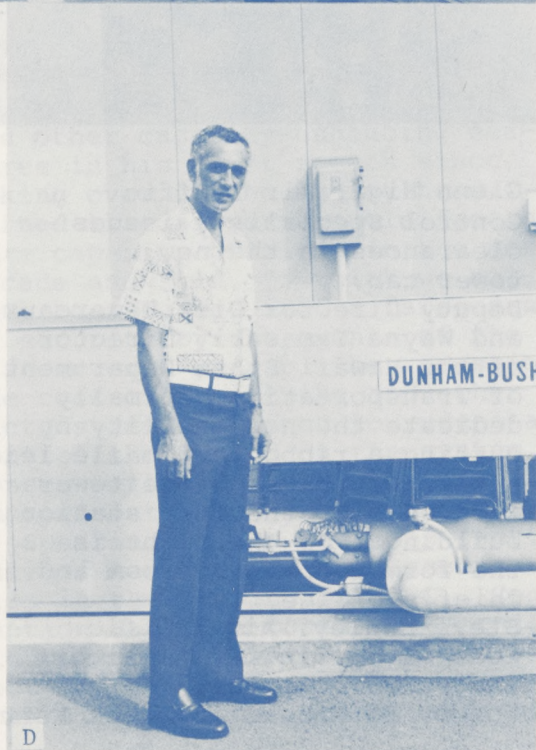
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- A--Molokai Airport Terminal building. At its right is the airport fire station with the portable tower located on top.
 - B--Area Supervisor John Kerr (left) assists The Reverend Elmer Wilson bless the facility in the traditional Hawaiian ceremony.
 - C--Floyd McKeever (left), the first Molokai Tower facility chief in 1978, and Robert Rabideau, present Air Traffic Manager for Molokai and Maui Towers, discuss the new facility.
 - D--Mel Spencer, Airway Facilities Environmental Support Technician, inspects the air conditioning unit at the base of the tower.
- Photos by Ed Kaneko and Jack Kerr.

More Molokai



A--Glenn Higa, Air Traffic Control Specialist, issues clearances in the new tower cab.

B--Deputy Director Dick Devereaux, and Wayne Yamasaki, Director of the Hawaii State Department of Transportation, formally dedicate the new facility by cutting a ribbon and maile lei.

C--A view of the portable tower located atop the fire station building. To the right is the former training room and chief's office.

D--Steve Henley, Air Traffic Control Specialist, monitors the ICCSS computer.

Photos by Ed Kaneko and Jack Kerr.

Las Vegas AFS Letter of Appreciation

From left--Frank Powell, Environmental Support Unit Supervisor; Dick Browder, Assistant Manager for Technical Support; and Jess Ryan, Rad/Comm Unit Supervisor, Las Vegas Air-Way Facilities Sector, accepted a Letter of Appreciation on behalf of all their personnel who were involved and assisted in making the F&E cut-over to the new TRACON and tower smoothly. This Letter of Appreciation was written by John Faletti, Establishment Engineering Branch Manager, AWP-450, and named 20 individuals whose efforts made this project such a success.



Administrator Engen Pushes Airport Development

FAA Administrator Engen called for additional airport construction and other capacity-enhancing measures in his first speech since taking over as the agency head. He warned that airports could face severe capacity problems in the next decade and said, "I think we all have been lulled into a false sense of security by the events of the last several years. The recession, the controllers strike and other factors have combined to reduce and control the demand on the system. Consequently, the need for airport improvement has been masked."

Speaking to the American Institute of Aeronautics and Astronautics in the Washington, D.C., Convention Hall, he noted that projections indicate that we can now expect a decade of record growth for both airlines and general aviation.

Engen said airport capacity is most critical in major metropolitan areas and listed the following problems common to these locations: inadequate general aviation airport capacity; the closure or potential closure of privately owned airports; airport terminal building congestion; aircraft noise and land-use conflicts; inadequate ground access to major airports and inadequate air carrier runway capacity.

The Administrator conceded that there was no easy answer to the airport capacity problem, but said, "I am carrying a message of concern to you today so that the entire industry will understand this challenge." He said he remained optimistic that industry "can solve the continuing airport problem" as it has other problems in the past.

FS Division Awards

The following Flight Standards Division personnel recently received awards: Special Achievement Award (Special Act) - Marion Dittman, Los Angeles FSDO; Letters of Commendation - Joseph Rotelli and Carolyn Schmid, AWP-205; Rosalyn Ralston, AWP-250; Harry Langdon, William Molesworth, James Alley, Hoyt Butler and Rodger Grunert, San Francisco ACDO; Alfred Hodges, Oakland FSDO; Gary Moore, Las Vegas FSDO and Oscar Culp, Phoenix FSDO; Letter of Appreciation - Frederick Fechner, Honolulu FSDO.

All in a Day's Work At Honolulu ARTCC

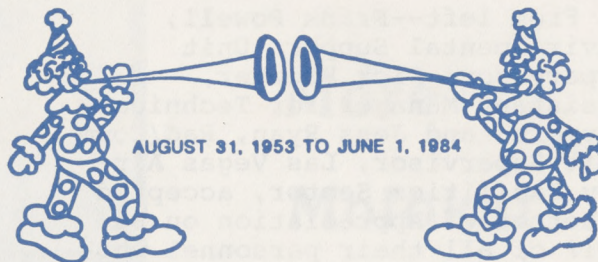
On May 2, 1984, while assigned a radar control position at Honolulu Air Route Traffic Control Center (ARTCC), Area Supervisor Bill Brissette was requested by the pilot of Air India, Flight 145, Captain Gorindraja, to provide a recorded frequency so that His Excellency, the President of the Republic of India, could transmit a message to President Ronald Reagan. Since Bill's sector frequency was moderately busy and getting busier, he instructed the pilot to switch to a spare frequency and record his President's message. The message was as follows:

"To His Excellency, Mr. Ronald Reagan, President of the United States of America.

"Excellency, as I leave your great and friendly country, I extend my warm greetings and good wishes from the Indian people, and on my own behalf, to you and the American people. "Signed,"..., "President of the Republic of India."

This diplomatic message was handled by Bill Brissette with a fair amount of diplomacy and good judgment. All in a day's work!

OF SPECIAL INTEREST



YOU ARE CORDIALLY INVITED TO ATTEND A
RETIREMENT COFFEE

IN HONOR OF
BOB L. GRAY

MANAGER, PERSONNEL MANAGEMENT DIVISION

FRIDAY, JUNE 1, 1984

2:00 PM

GOLD ROOM

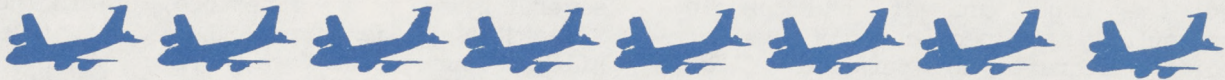
Janeth Ellis Receives Award



Janeth Ellis (above left), Administrative Assistant, Los Angeles Airway Facilities Sector, recently received a Letter of Commendation from Sector Manager Wally Ward.

Another Pilot At Concord Tower

Another controller at Concord Tower recently became a private pilot when Ruth Ryan successfully completed training and received her pilot certificate. Nine of the 13 controllers at Concord are already pilots or taking lessons. Celebrating the successful check ride: From left--Linda Parker, Ashleigh Greenwood (FAA Examiner) and Ruth Ryan.



CID Program on Schedule

FAA and NASA engineers at Edwards AFB have successfully completed the second series of test flights with the Boeing 720 involved in the Controlled Impact Demonstration (CID) which is scheduled for the end of July.

The next major milestone in the program is set for June 12, when the aircraft will use anti-misting kerosene (AMK) for the first time. The plan calls for the 720 to burn AMK in one engine on this flight and then two and three engines on later flights. AMK will be used in all four engines on the final flight when the aircraft is flown intentionally into the ground by remote control.

The CID will be a major milestone in a continuing FAA program to improve aircraft safety. The prime objective of the test is to validate the effectiveness of the AMK in suppressing post-crash fuel fires and obtain crashworthiness data on airframe, seats, seat belts, galleys, flight recorders.

Associate Administrator Name and Duties Changed

Demonstrating his support for the agency's human resource management program, Administrator Engen has directed a change in the name and the responsibilities of the Office of the Associate Administrator for Administration. The new name will be the Office of the Associate Administrator for Resource Management. The routing symbol has not yet been determined.

In a memo to all Associate Administrators, Offices and Service Heads, Engen said there will also be a Deputy Associate Administrator for Human Resources who will have direct access to the Administrator's Office. The Deputy, under the direction of the Associate Administrator, will oversee FAA's human resource management activities, such as human relations, organizational development, personnel, training, labor relations, human resource planning, executive selection, development, and other associated functions.

Administrator Challenges Safety Specialists

Administrator Engen has challenged FAA accident prevention specialists to come up with answers to tough human performance questions in order to cut general aviation accidents. In a talk to Accident Prevention Specialists and other Aviation Standards personnel in Las Vegas on May 8, the Administrator noted that "75 percent of all accidents and more than 85 percent of the fatal accidents involved pilot error in one form or another."

"Now you can come up with...all sorts of permutations of these figures, but they tell me one thing loudly and clearly. And that is that we've got to get the bugs out of the people--particularly the people who fly single-engine aircraft on personal flights without a flight plan." He noted that airplanes today are relatively 'bug free' but he added "the same cannot be said for people who fly them. They continue to--and I hope you will forgive my bluntness--do foolish things. And as we all know, doing foolish things in an airplane can be fatal. By foolish things I mean lapses in judgment, carelessness, and forgetfulness."

He went on to say, "you as accident prevention specialists know that there is nothing new about the problem; it's one you have been doing battle with for years without a great deal of success. People continue to die needlessly because they just aren't paying enough attention to the demanding job of flying an airplane."



BUY
U.S.
SAVINGS
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Take stock in
America with
U.S. Savings
Bonds. 'Cause
a country can't
live on
love alone.

PWC Elects President

The new president of the Professional Woman Controllers (PWC) is Judith Terrana from the Air Traffic Division of the Eastern Regional Office. Serving as her good right arm--or vice president--is Debbie Canter from the Ohio State University Airport Tower.

Both were elected at the PWC convention held in Atlanta earlier this month.

After the election, Terrana reported that the organization continues to pick up membership and support.

She noted that during the past year the list of corporate members has grown from three to eight and pointed out that such companies as Mitre and SDC now support PWC.

Also elected at the get-together were several new area directors, including Susan House, Anchorage FSS, AAL; Cynthia Hiles, Dubuque, Iowa, ACE; Kathryn Higgins, Quad-City Tower, Moline, Ill., AGL; Janet Ellis, Macon, Ga., FSS, ASO; Jackie Miner, Dallas, FSS, ASW; Marjorie Edmiston, Oakland, FSS, AWP; also Janette Sroka of Norfolk's Patrick Henry Tower was elected New England's out-of-region acting director.

Much "ADO" in Seattle

The Northwest Mountain Region is planning to establish an Airports District Office in Seattle, Washington, on or about July 2 to serve the needs of airports and aviation interests in Idaho, Oregon, and Washington. Previously this function was performed by the Regional Airports Division.

The new ADO will be located at Boeing Field/King County International Airport in Seattle. George Buley, now Manager of the Planning and Programming Branch of the Regional Airports Division, will serve as the ADO manager.

FAA expects that the new ADO will provide the local aviation community with a much improved service. The move is also a fiscally sound one--the ADO will provide annual savings of \$15,800 in present office rental costs.