



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

Western-Pacific Intercom

Olympics

Temporary

Towers

People



Cover Story

In support of the 1984 Olympic Games held in Los Angeles, three temporary control towers were established to control helicopter operations. At the request of the Olympic Air Support Headquarters and the Los Angeles Police Department, temporary towers were located at the Los Angeles Police Department, Hooper Heliport, University of Southern California and University of California at Los Angeles.

The facilities were staffed by Air Traffic Control Specialists from various locations within our Region and the Northwest Mountain Region. Dick Morrison served as Manager of the Temporary Towers. The controllers provided traffic advisories to helicopters utilizing heliports within the restricted areas for the Coliseum and UCLA venue sites and Hooper Heliport, plus helicopters and blimps transiting the airspace.

All three locations used the new "suitcase towers" designed by the Airway Facilities Division. Controllers at USC and UCLA operated from building rooftops on the respective campuses while controllers at Hooper Heliport shared the L.A.P.D. control tower with L.A.P.D. Air Support Division dispatchers.

Approximately 10,258 operations were recorded by the three facilities during their 32 days of operation.

Cover photos: Top—from left—Ralph Hiller (Ontario TRACON), Jim Finn (Hilo Tower), Karen Pontius (El Monte Tower) and Mark Beadle (Palm Springs Tower). Below—from left—Sheldon Olson (Fresno Tower), Dick Morrison (Burbank Tower/TRACON), Brian Morris (Fresno Tower), Ed Horn (Pocatello Tower) and Sheldon Olson with back to camera. Cover photos by Dick Morrison.



Chuck Munoz (left), Deer Valley Tower, and Matt Fletcher, Edwards RAPCON.

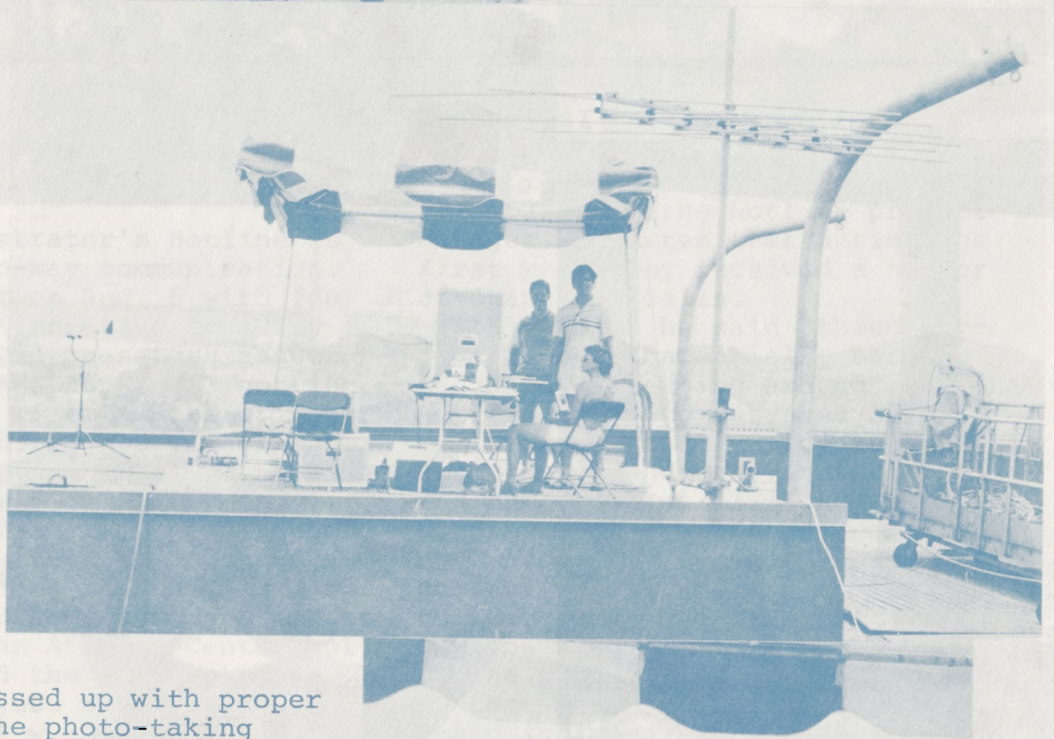
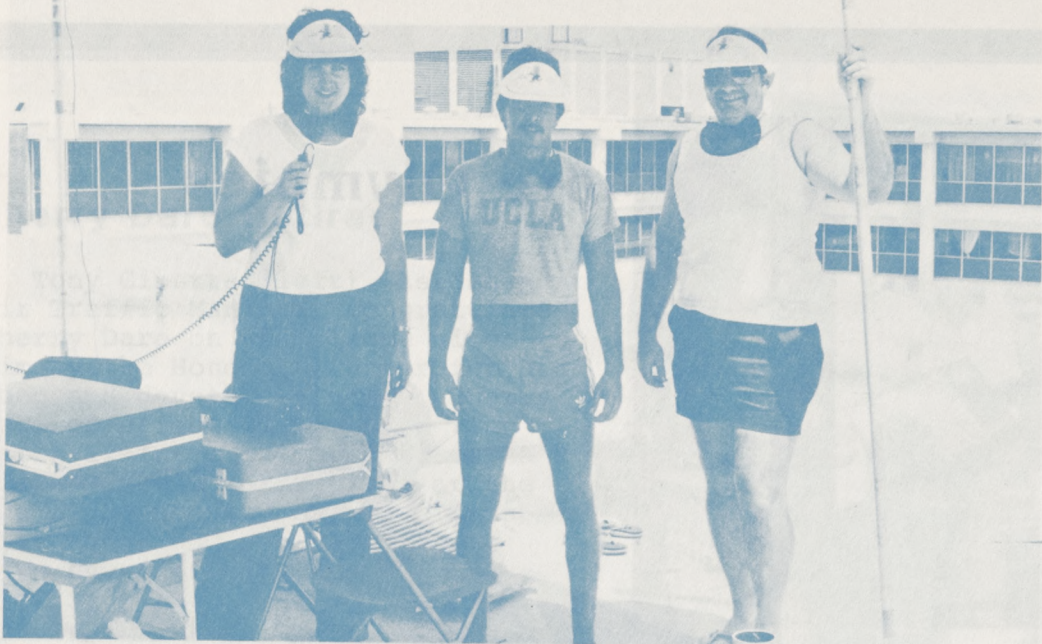


Controllers at the USC Tower were: Ralph Hiller (Ontario TRACON), Jim Finn (Hilo Tower), Karen Pontius (El Monte Tower), Mark Beadle (Palm Springs Tower), and Rand Lanterman (San Carlos Tower).

Controllers at Hooper Tower were: Chuck Munoz (Deer Valley Tower, Matt Fletcher (Edwards RAPCON), Tim Cripe (Maui Tower), Pam Ellison (Litchfield Tower), Don Sterling (Deer Valley Tower) and Don Miller (Bakersfield Tower).

Controllers at UCLA Tower were: Sheldon Olson and Brian Morris (Fresno Tower), Ed Horn (Pocatello Tower), Patricia Miller (Gillespie Tower), Steve Landon (Santa Monica Tower), and John Brett (Tucson Tower/TRACON).

Dick Morrison, Burbank Tower/TRACON, served as Manager of the Temporary Tower operation for the Olympics.



Top: All dressed up with proper bowties for the photo-taking ceremony are, from left—Karen Pontius (El Monte Tower), Rand Lanterman (San Carlos Tower) and Ralph Hiller (Ontario TRACON).

Middle: From left—Ed Horn (Pocatello Tower) Brian Morris (Fresno Tower) and Patricia Hiller (Gillespie Tower).

Below: Steve Landon (Santa Monica Tower)



More Olympics



A—Tim Cripe (Maui Tower) and Pam Ellison (Litchfield Tower)

B—Don Miller (Bakersfield Tower)

C—Don Sterling (Deer Valley Tower)

D—John Brett (Tucson Tower/TRACON)

Sherry Dare Retires

Tony Giustra (left), Assistant Air Traffic Manager, congratulates Sherry Dare on the plaque given to him by the Honolulu Center for his long and devoted service. Sherry retired effective April 3. The March 12 Intercom noted that FAA's oldest Controller retired at the age of 64 so now, Sherry claims that honor and retired just 40 days short of his 64th birthday.



Administrator's Hotline Off to Good Start

The Administrator's Hotline is opening up two-way communication. It started out on Aug. 6 with four calls and has increased steadily ever since. Two operators answering the Hotline phones are getting an average of 16 employees calling in their questions and suggestions each day. The number is FTS 472-2585.

The Hotline is set up to respond to all calls within 14 days and sometimes it does much better. During the second week of operation, a caller from the Atlanta Center got his answer and the Administrator was briefed, just about 24 hours after the call was made.

This was an unusual situation which occurred because the Administrator just happened to be going to Atlanta and wanted to answer the caller personally if time permitted. In fact, he did not have time to talk with the caller, but this does indicate that the Hotline really does provide direct access to the Administrator.

Fred Osgood, who has joined the Administrator's staff on a part-

time basis as the Hotline project manager, reported that during the first week they received a number of "hang-up" calls.

"However," he said "these have diminished substantially because the word is getting around that the Hotline is being answered by a real person, that employees calling after hours and leaving their name and number get a call-back the next morning, and that FAAers who do not have access to FTS phones can call collect during working hours." For collect calls the area code 202 must be used.

The project manager also explained that when calls come in, a synopsis is immediately routed to the director of the appropriate office or service for an answer. Copies also are delivered on a weekly basis to the Administrator for his personal attention. He said that generally people are calling in with legitimate concerns, positive suggestions, and in a few cases, with inventions. Agency management is getting a better understanding of employee concerns and ideas through the Hotline.

Balloons. . . Balloons. . .



Over 100 balloons participated in the Great Reno Balloon Race last year flying over and around the city of Reno. The nation's top balloonists were vying for top honors and \$10,000 in prize money.

Photos by Carl Borchers



Balloons. . . Balloons. . .



Above photo: Additional activity during the Great Balloon Race included a wedding -- here are newlyweds.



FAA to Cut Peaking

FAA Administrator Donald D. Engen told airline executives last week that the agency will take action to reduce the peaking of airline flights at six major airports unless the airlines move to reduce the peaking themselves. Engen, speaking at meetings with airline executives in Atlanta and Denver, said that the FAA and the Department of Transportation support the effort by Eastern Airlines to get a grant of immunity from anti-trust regulations so that the airlines can agree among themselves to reduce the peaking that has resulted in massive delays in the air transportation system. But he added that the agency was issuing a Notice of Proposed Rulemaking, with a comment period of 14 days, that proposes to place additional restrictions on arrivals and departures during selected time periods at six airports--Atlanta, Denver, O'Hare, Kennedy, LaGuardia, and Newark--on a minute-by-minute basis. Schedule peaking, the scheduling of large numbers of flights into and out of airports at popular travel times, has forced the FAA to delay flights on the ground at departure airports until they can be safely handled by the air traffic control system.

Employee Survey Gets "Good Rate of Return"

"A very good rate of return," is how Homer "Mac" McClure, Acting Deputy Associate Administrator for Human Resource Management, characterized the response to the recent survey of FAA employees.

Of the 47,399 questionnaires mailed out, 25,000 now have been returned with employees' responses. This is a 52 percent return rate. Moreover, almost half of returned questionnaires--47 percent--also included written comments.

Responses are still coming in at the rate of 30 to 70 a day, but McClure said time is running out for employees in the "silent 48 percent" to have their voices heard. However, those who act immediately still will be included in the final survey results.

Museum Planning Wing At FAA's Dulles Airport

One of the space shuttles and one of the SST Concorde may end up at the FAA owned and operated Dulles International Airport in Washington, D.C. The National Air and Space Museum (NASM) is planning to build a new facility at Dulles to exhibit large aircraft and space craft such as the shuttle and Concorde as well as the Boeing 707 and 747.

Negotiations between FAA's Washington Metropolitan Airports and the Smithsonian to lease 100 acres of airport land are expected to get underway in the near future. Even though it will be built on airport property, it will not be necessary to go through the terminal area to visit the museum when it is opened in the late 1980s or early 1990s.

According to current plans four hangar-like structures each as long as a football field and almost as wide, will house the displays, renovation shops from the museum's Silver Hill, Md., facility, and storage areas.

Money to build the first of the four structures is expected to be requested from Congress in the fiscal year 1988 Smithsonian's budget.

The Dulles site was selected by the NASM planners for a number of reasons, including the fact that the airport will be accessible to the Washington Metropolitan area by an expanded network of highways and because large displays, as well as plane loads of visitors, can be flown in and out of the area.

The flying in of displays will be simplified because all museum buildings will be built on ramps which will allow access to the Dulles runways.

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Summer Youth Jobs Program



Secretary of Transportation Elizabeth Hanford Dole recently expressed her support for the Summer Youth Employment Program and has urged organizations under the department's influence to participate in the program. Oakland Air Route Traffic Control Center (ARTCC) is already participating in employment programs. Two of the programs that the Center is involved with are the "Stay In School Program" and the "Hire a Youth" operation of the Employment Development Department (EDD) servicing Fremont, Newark and Union City, Calif. The Center currently has eight students participating in the employment program during the summer who were placed throughout the facility. In addition to providing a source of income for the students, the program allows the student to learn some of the job responsibilities associated with employment, develop the skills essential to economic productivity and appreciate the value of hard work.

Above photo: From left—Dora Ornelas (Ohlone College, secretary, Airway Facilities, career objective—computer/secretary); Clara Gutierrez, Irvington High School, secretary, airspace and procedures, career objective—receptionist; Diana Leon, Ohlone College, secretary, career objective—secretary; Van Trinh (sitting), James Logan High School, cartographer's aid, career objective—engineering; Anna Hjalmer, Kennedy High School, receptionist and switchboard operator, career objective—receptionist; Hung Le, Memorial High School, general helper/Airway Facilities, career objective—engineering; Joel Frazee, Memorial High School, general helper/Airway Facilities, career objective—computers. In the background are Air Traffic Manager Vince Mellone and Airway Facilities Manager Jerry Long. Not available for the photo was Sukhjinder Kaur from James Logan High School, who held the position of flight data communication specialist and whose career objective is an Air Traffic Control Specialist.



Flight Standards



The Flight Standards Division held an Administrative Officers' workshop at the Regional Headquarters a while back and all of the Flight Standards field offices were represented. Regional specialists from various divisions and staff offices shared their technical expertise on a variety of subjects and lots of good information was exchanged. Special thanks go to all of the participants for their time and effort, and the Flight Standards AOs for their enthusiastic support.

Top photo: From left--Nina Nance, AWP-203; Jean Ganiko, Honolulu FSDO; Laura Penzes, Riverside FSDO; and Betty Sears, Los Angeles FSDO (since transferred to Airway Facilities Sector in San Diego).

Below: From left--Carole McClure, Long Beach FSDO; Virginia Agilar, San Diego; Evelyn LaBar, Las Vegas; Marianne Sommer, Sacramento; Mildred Freeman, Reno; Pat Davis, Fresno; Yolanda "Yoli" Salinas, Van Nuys; and Jean McPhee, San Francisco.

Admin Officers Workshop



Top photo: From left--Winnie Page, Oakland FSDO; Linda Birk, Phoenix FSDO; and Amy Harbin, San Jose FSDO.



Middle: Mildred Freeman, Reno FSDO, and Pat Davis, Fresno FSDO.

Below: Virginia Agilar, San Diego FSDO; Evelyn LaBar, Las Vegas FSDO; and Marianne Sommer, Sacramento FSDO.

FAA is Olympic Winner

FAAers in the Los Angeles area didn't win a Gold Medal during the recent Olympic Games but the job they did in handling air traffic for the event certainly deserved one.

The job was done so efficiently that even before the Games were over, some of the traffic restrictions were phased out. The last curbs were lifted Aug. 26 at Los Angeles International Airport (LAX) marking the first time since the Aug. 1981 controllers strike that airlines serving the airport haven't had to concern themselves about getting FAA-approved slots.

During the Olympic period, FAA-ers in the area handled 10 to 12 percent more traffic than usual. On July 27, the day before the opening ceremonies, the LAX Tower handled 2,013 operations, the highest single-day total since the strike.

Much of the increased traffic in the area was taken care of by towers set up at three temporary heliports. They recorded over 10,000 landings during the two weeks the Games were underway. A temporary tower established at the outlying Camarillo Airport also made a substantial contribution by handling 17,085 operations from July 14 to Aug. 16.

The overall record and safety of operations were further enhanced by the performance of the Olympic Reservation Service. It handled over 8,100 airport reservations and more than 3,300 information calls.



New San Francisco Tower is Dedicated

The agency's newest air traffic control tower was dedicated at San Francisco International Airport on August 3. The new facility is located atop the newly renovated international terminal and provides controllers improved visibility of airborne traffic as well as traffic on the airport runways and taxiways.

Approximately 36 air traffic control specialists and technicians will keep the new facility open 24-hours a day. Manager of the new tower is Eddie E. Lewis and Assistant Manager is Joseph A. Palumbo. Airway Facilities representatives include Mel Haworth, AF Sector Manager and Anthony A. Beals, AF Field Office Manager.

The new 180-foot tower replaces a 135-foot structure which was built in 1954.

In Memoriam



Patti Schultz

Friends of FAA Retiree Paul Schultz will be saddened to learn that Paul's wife, Patti, passed away on August 20. Paul was formerly chief of the Fresno Tower and Area Manager of the Las Vegas Tower. Expressions of sympathy may be sent to Paul at 6241 Elton St., Las Vegas, NV 89107.

John K. Bussey, Jr.

Friends of FAA Retiree John Bussey will be saddened to learn that John's son, John K. Bussey, Jr., a U.S. Navy Lieutenant Commander stationed at Lemoore Naval Air Station, was fatally injured in July in an aircraft accident at China Lake, California. Our heartfelt condolences go out to John and his wife Margaret.