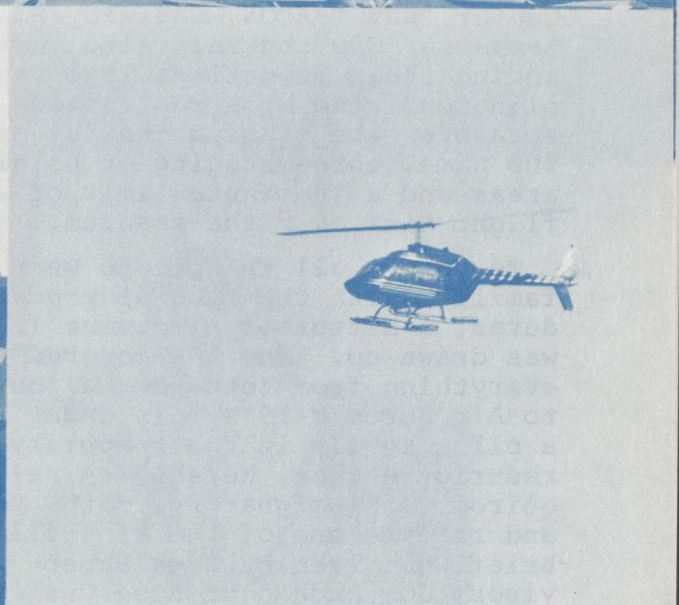




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



SUPER BOWL SUNDAY

Cover Story

(Editor's Note: Yes, it has been awhile since Super Bowl Sunday — but many FAAers will never forget their personal involvement. Here is their story.)

By Timothy T. Nelson
ATCS, Palo Alto Tower

With more than a year of preparation involved, the big day had finally arrived. All the meetings were over, the tower phone was once again silent for longer than five minutes, and the special flight operation briefings had ceased. All we could do now was hope everything would run as planned and the spectacle on the field would be more interesting than the one in the air.

Palo Alto Tower had the fortune of overseeing the airspace above Stanford Stadium, which is located three miles south of Palo Alto Airport. The task for drawing up a game plan that would effect a safe orderly flow of traffic over the stadium belonged to Western-Pacific Region's Airspace and Procedures Branch, with Oakland Center, Bay TRACON, Oakland FSS, San Jose FSDO and Palo Alto Tower adding their expertise. The game plan consisted of a restricted area over the stadium the day of the game, three staging or holding areas and a 10-minute limit of flight time over the stadium.

To insure all the pilots were familiar with the special procedures, a Letter of Agreement (LOA) was drawn up. The LOA covered everything from tethered balloons to Air Force F-15's. In order for a pilot to fly in the temporary restricted area, he/she was required to be signatory to the LOA and receive one of the many flight briefings given by Area Supervisors Joe Bugado or Rose Cusic. In all, there were 27 signatories, ranging from the Goodyear Blimp to the local traffic watch aircraft.

To reduce frequency congestion and workload, a separate frequency would be used over the stadium. The added frequency necessitated an added control position.

No matter how hard Air Traffic Control Specialists Mike Stock, Hank Lopez or Wally Kerns tried, they could not convince the NFL or Air Traffic Manager Vel Monroe to detail the added control position to the Stanford Stadium 50-yard line. Although, there was one FAA employee on duty at the stadium during the game. Jack Hocker of the San Jose Flight Standards District Office acted as a pair of on-the-scene eyes.

The day of the game arrived. San Francisco had not only brought us its famous football team, but its weather — fog! If there is one thing that can make a year of preparations useless and pilots very nervous, it's fog. The fog hung in all morning with the visibility fluctuating between one-half and three quarters of a mile. But, right around 1 p.m. the fog started to recede from the bay towards the coastal hills and the airport went VFR (Visual Flight Rules). The fog hung in long enough to cancel the Air Force F-15 fly-by, but the blimps, helicopters and aerial advertisers came out in force.

The thorough planning and pre-briefings did pay off. The confusion and ad-lib coordinating was very minimal. The day went as well in the tower as on the field for the local favorites and Super Bowl Champion San Francisco 49ers.

We at Palo Alto would like to thank all the facilities involved in Super Bowl XIX — Oakland Center, Bay TRACON, Oakland FSS, San Francisco, Oakland, San Jose, San Carlos, Reid-Hillview, Hayward and Navy Moffett Towers. We all look forward to the return of the Super Bowl to the Bay Area.



Super Bowl Sunday



Top photo: Wally Kerns, Air Traffic Control Specialist.

Middle: Barbara Trujillo (left), Facility Secretary, and Steven Edwards, Air Traffic Control Specialist.

Below: Sheila Sweeney, Air Traffic Control Specialist.

COVER PHOTOS:

Top left: Area Supervisor Joe Bugado.

Bottom left: Air Traffic Control Specialists Mike Stock (left) and Tim Nelson.





More Super Bowl Sunday

Area Supervisor Rose Cusic (top left) gets a closer view of air traffic activity with the use of binoculars. Both the Goodyear Blimp and the Bond Corporation Blimp became a common sight over Palo Alto Airport, as well as numerous helicopter arrivals and departures. In all, it was an experience that few FAAers who participated will forget. As Controller Timothy Nelson says, "We all look forward to the return of the Super Bowl to the Bay Area."

Engen Says, "Good Morning, America"



On Thursday, April 11, at 7:10 a.m., while most of us were having breakfast or commuting to work, Administrator Engen was in the Central Flow facility in front of the cameras of ABC's "Good Morning America" to talk about the agency's procedures to hold airline delays to a minimum. The Administrator told the show's host, David Hartman, he has "cautious optimism" that commercial air travel will be relatively free of unnecessary delays this summer.

Story Of The Tuskegee Airmen Now Available On Loan

The Tuskegee Airmen is now available from the Civil Rights Staff, AWP-9, on loan basis. Written by Charles E. Francis, the book describes the involvement of Black U.S. Air Force pilots during World War II, from the development of the Tuskegee Army Base to train Black pilots to actual combat.

The Tuskegee Airmen is illustrated with photos and contains a roster of the pilots killed or listed as missing in action during the war; a list of pilots who were awarded the Distinguished Flying Cross; and the combat record of Black pilots. Drop a note to AWP-9 if you would like to borrow this interesting book.

Accounting Division Notes And Reminders

By Caleb Logan

A friendly reminder to all FAA employees of the Northwest Mountain and Western-Pacific Regions who are users of travel orders, travel vouchers and government travel requests (GTR's). When submitting these forms for accounting action, please remember the following:

- Travel orders, travel advances and travel vouchers must have your correct social security number and travel order number;

- If you travel under LOA's please write "LOA" and the travel order number in block number "7a", TRAVEL AUTHORIZATION NUMBER, of the travel voucher; and

- Lastly--it cannot be overemphasized that if you use GTR's you must write your social security number above your name.

The Uniform Accounting System has been designed around Travel Authorization and Social Security Numbers. When the proper information is furnished to the Accounting Division, processing time is greatly reduced. The Accounting Division appreciates your continued cooperation.



Oakland Airway Facilities Sector News

On April 28, San Francisco and Oakland AF Sectors merged together and became Bay Airway Facilities Sector, moving to Hayward. The address is: 21615 Hesperian Blvd., Suite A, Hayward, CA 94541. Telephone numbers will be announced at a later date.

This, then, is the last Intercom item from Oakland AFS...

Congratulations to the following who received Quality Within-Grade Increases: Nathan Lyau, Howard Bolton and George Kirkwood; and to Francis Osgood who received a Special Achievement with cash award.

Double congratulations to Dick Fong who received his 30-year service emblem and a Letter of Appreciation from the Regional Director for Dick's nomination for the National Year of Voluntarism Award. In addition, Dick received a Special Achievement Certificate signed by the Administrator.

Congratulations to Lloyd Cole who received his 35-year service emblem.

Many thanks to Thurdell Wickliff who volunteered to be 1984 Combined Federal Campaign Keyworker. For the first time, Bay Area Federal employees broke the \$2 million mark and CFC reports they expect to surpass the goal of \$2.24 million!

A thank-you letter from Palo Alto Tower Manager Vel Monroe was received for the San Jose Sector Field Office group for their excellent support during the many days of preparation for Super Bowl XIX.

The San Francisco Localizer recently suffered a power cable loss. Many individuals were involved in rapidly returning the facility to service. A letter of appreciation was received from Airway Facilities Division Manager, AWP-400, to Paul Milani, Bob Nelson and Rich Sherry for their valuable assistance.

AWP-460 expressed his appreciation to Rich Sherry for his excellent performance of resident engineer duties on the Oakland TRACON air conditioning modification contract.

Letters of Commendation were presented to Harry Nieland, Patrick Lucas, John Lavery, Paul Terry and Oberlercher from Ken Pirl. The Moffett employees were officially recognized for their fine performance during the period (about two and a half years) there was not a permanent field office manager. As of March 17, Moffett is officially under the San Jose Sector Field Office.

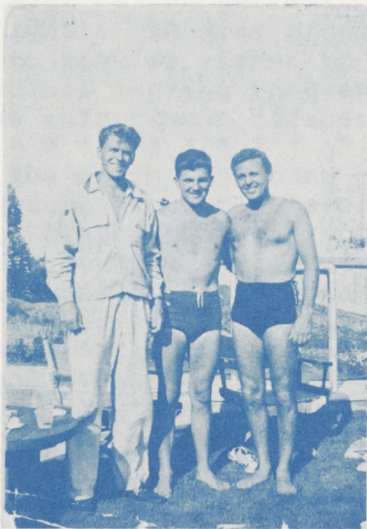
Aye, Aye Captain!

It's now Captain Ken Goodsell. In addition to being a principal operations inspector for the FAA at the San Diego Flight Standards District Office, Ken is a U.S. Naval Air Reservist. He was recently promoted to the rank of Captain during ceremonies held at the Naval Air Reserve Headquarters at the Naval Air Station, North Island.

Right photo: Captain Ken Goodsell (left) is congratulated by Captain James D. Curry, Commander of the Naval Air Reserve Forces, San Diego.



Guess Who?



If you guess the name of even one of the handsome young men in the above photo, we'll print your name in INTERCOM.

Hint: One of the men is a very well known person and one is a long-time FAA Western-Pacific Region employee. HAPPY GUESSING! Send your answers to AWP-5.

Safety Picture Mixed In Year's First Quarter

The first quarter of 1985 safety statistics turned out to be something of a mixed bag. The general aviation safety picture improved in all areas. For the period, total GA accidents, fatal accidents, and fatalities were all below the average for the first quarters of the past three years.

Total accidents were down from a three-year average of 612 to 561, fatal accidents fell from an average of 124 to 95, and fatalities dropped from 241 to 176.

The midair collision safety record also continued an improvement trend. In this period, there was only one such accident and it resulted in two fatalities.

On the other hand, airline safety statistics were less satisfying. In the first quarter of the year there were 100 fatalities resulting from three fatal airline accidents. Although one of these occurred in Peru, it involved a U.S. carrier.

A Quality Increase For Jeff Chin



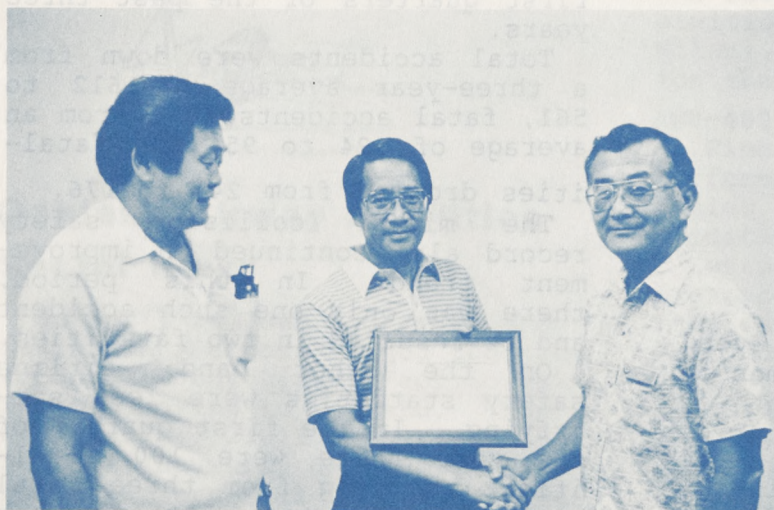
Jeff Chin (left) an Air Traffic Control Specialist at Maui Tower, receives a Quality Within-Grade Increase Award in recognition of his high level of performance during the past year. Making the presentation is Area Supervisor Ward Orsted.

Special Achievement For Ted Smith



Ted Smith (right), Electronics Technician at Tonopah, Nevada, Airway Facilities Sector Field Office, receives a Special Achievement Award from Manager Jack Olsen.

Charles Honda -- Outstanding!



Charles Honda (center), Honolulu Center Airway Facilities Sector, receives a Quality Within-Grade Increase Award based on outstanding performance. Presentation is made by Sector Manager Edwin Kaneko. At the left is Crew Chief Lloyd Seki.

The News In Brief

In a further effort to enhance ATC efficiency and reduce delays, the agency began implementation of its "East Coast Plan" on April 11. The initial phase of the plan involves LaGuardia and Newark swapping southwest arrival routes. The changes are expected to reduce the coordination workload on controllers and expedite traffic flows in the busy New York terminal area.

The agency has put some additional teeth in its eight hour "bottle-to-throttle" rule. The change establishes for the first time a blood alcohol standard for determining objectively when drinking has impaired the ability of pilots and other crewmembers to perform their flight duties safely. Effective June 17, airmen and airwomen will be considered under the influence of alcohol if they have a blood alcohol level of .04 percent or higher by weight. FAA also proposes a rule to require airmen to submit to alcohol testing when requested by law enforcement officers.

In the spring, a young pilot's fancy turns to thoughts of flying. And in Alaska that can spell trouble because April and May traditionally are the peak accident months in the "flyingest state." Accordingly, FAA's Alaskan Region has launched a special statewide accident-prevention program this year, called "Operation Springback," to encourage pilots to check out both their airplanes and themselves before taking to the air again after months of inactivity. FAA Flight Standards personnel will be out in force at airports across the state during this period, contacting and counseling pilots, distributing safety literature, and taking appropriate action to correct any safety problems that they might encounter.

Now that the ATC work force has reached its post-strike target of 14,300+, the agency is focusing its efforts on maximizing the number of full performance level controllers in the system. Administrator Engen told a Senate budget hearing earlier this month that the agency plans to reduce the number of developmentals in the system from the current 2,200 to 1,100 by the end of the fiscal year. He said the agency believes 800 is the optimum number of developmentals it should have in the pipeline.

With the award of the host computer contract set for mid-summer, FAA is continuing its ARTCC expansion program so it will have a place to put this equipment and other elements of the advanced automation package. The latest facility to award a contract for an addition to the control wing is the Denver Center at Longmont, Colo. FAA plans to have the expansion program completed at all 20 domestic centers in early 1987.

Renos' Silver Dollar Open

July 30-31

It's time to make plans for the 5th Annual Silver Dollar Open, Lakeridge and Wildcreek Golf Courses, Reno, Nevada, on July 30 and 31. Accommodations will be at the Peppermill Inn and Casino. The tournament is open to pilots, controllers, members of the aviation community and their guests. For further information, contact Ken Pender, Reno Tower, or write to: Silver Dollar Open, P.O. Box 11991, Reno, NV 89510-1991.

Airway Facilities

Division Awards

The following employees from the Establishment Engineering Branch (AWP-45) recently earned awards: Quality Increase with Outstanding—Rory Giel (Lead Project Engineer), Edward Matthews (Electronics Technician) and Lois Whiteside (Secretary); Special Achievement Award—Douglas Knight (Electronics Technician) and Robert McClain (Supv. Electronics Technician); Sustained Superior Performance Award—Herman Dohman (Electronic Engineer). The following received Letters of Appreciation: Tony Bruscantini, Carlos Carpio and Harry Moreau from AWP-460 for their help on the backlog of air conditioning related Special Maintenance Projects; and Olga Eiben for her help in interpreting the minutes of a S.E.N.E.A. M. meeting with personnel in Tijuana, Mexico, from AWP-530.

Deaf Get FAA Teletypes

Because of a generous auction at the FAA's Daytona Beach Airways Facility Sector Field Office, some deaf people in that Florida city soon will have electronic "ears" in the form of outdated FAA teletype machines.

The prime mover in this case was Henry Blaylock, manager of the Daytona Beach AFSFO, and a United Way Volunteer. When he learned the local Deaf Service Center was in need of teletypes, Blaylock suggested they buy some of their recently replaced equipment, then languishing in storage.

The whole package, three printers, line-switching devices, automatic send-receive units and transmitters, all in perfect condition, went for the fire-sale price of \$25. The equipment will allow deaf people to communicate by phone to others who have the machines.

Central America Seeks FAA Technical Help

When FAAers from the Office of International Affairs traveled to Tegucigalpa, Honduras, recently to check on the operations of the Central American Corporation of Air Navigation Services (COCESNA), they also had a chance to present an FAA award. Director Tom Messier and Joaquin Archilla, both of AIA, and Tommy Martin of the agency's International Field Office in Miami, presented COCESNA managing director, Col. Fernando Castillo, with the FAA Distinguished Service Award.

The award, which was given on behalf of all COCESNA members, helped to commemorate the organization's twenty-fifth anniversary. It was presented in recognition of the assistance COCESNA's en route navigation services have provided to international civil aviation in Central America.

During their visit FAAers also received a formal request from COCESNA for technical assistance with the revalidation of the corporation's air navigation system modernization. This would include the preparation of equipment specifications, requests for proposals, and a cost recovery plan.

In addition to the safety benefits, this project may generate up to \$8 million in electronics equipment and related service orders for U.S. firms.

Says Blaylock, "I wouldn't have thought that anybody used these things anymore, so I think its great they're going to people who really need them."

FAA to Transfer Level I, Low-Activity ATC Towers

The Agency has announced plans to transfer 14 of its low-activity, Level I VFR airport control towers to private enterprise during the current fiscal year. By turning to private enterprise, the agency expects to save a substantial amount of money.

In addition, eight towers which have been closed temporarily since 1981 also will be transferred out in FY 1985.

FAA emphasized that the transfer of the 14 FAA-staffed towers will not cause any controller to lose his or her job. All are guaranteed positions in other facilities at the same grade and pay level procedures.

The transfer actions are part of the first phase of a broader

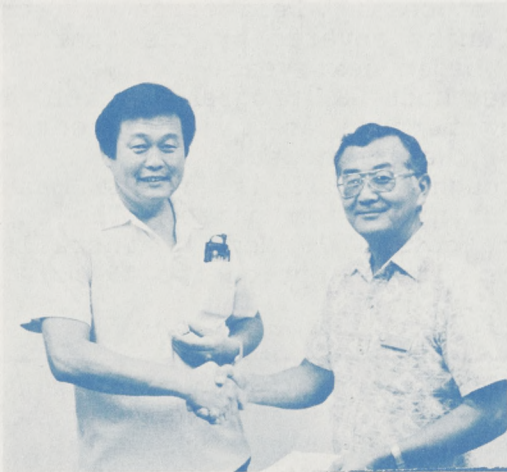
program that could involve as many as 130 low-activity, Level I VFR towers over the next decade.

Moreover, FAA said it has no plans to transfer high-activity VFR or radar-equipped towers under this program.

The 14 FAA-staffed towers scheduled for transfer are: South Lake Tahoe and Salinas in Calif.; Aspen, Colo.; Pocatello, Idaho; Bloomington, Ill.; Bloomington, Ind.; Dubuque, Iowa; Hagerstown, Md.; Ann Arbor, Mich.; Kinston, N.C.; Worcester, Mass.; Lebanon, N.H.; Greenville, Miss.; and Wheeling, W. Va.

The eight reopening are: Athens and Valdosta in Georgia; Marion, Ill.; Paducah, Ky.; Benton Harbor, Mich.; Hobbs, N.M.; Akron-Fulton, Ohio; and Plainview, Texas.

Career Milestone For Lloyd Seki



Lloyd Seki (left), Supervisory Electronics Technician at the Honolulu Center Airway Facilities Sector, receives his 25-year Career Service Pin from Sector Manager Edwin Kaneko.

Special Achievement For George Young



George Young (left), Santa Ana Airway Facilities Sector Field Office, is congratulated by his supervisor, Ray Garcia. George received a Special Achievement Award based on superior performance.

Controllers Lauded By NBAA

In the March issue of the National Business Aircraft Association, Inc. Newsletter Report, there was a very nice article on page 3 which we are pleased to reprint with NBAA's permission:

"Editor's Note:

Despite a controversial beginning stemming from the PATCO strike in 1981, air traffic controllers have been doing a credible job for the nation's air transportation system. The following comments by Dennis Wright, NBAA Manager Airspace/Air Traffic Control Services were made in recognition of the good service controllers, old and new, are performing:

"At a recent symposium attended by NBAA Staff, Mr. Walter Luffsey, newly appointed Associate Administrator for Air Traffic at FAA, made a cogent point. The thrust of his speech was that we, the users of the ATC system dwell too much on the negative, or the problems, and not enough about the positive, or what's right with the system.

"Mr. Luffsey has a point. Here we are over three years after the illegal PATCO strike, and the current crop of controllers are handling over 107% of pre-strike traffic levels with a lot fewer controllers. Many have worked six-day weeks for the past few years, while coping with increased traffic. There have also been numerous changes to the delegation of airspace coupled with the severe demand of providing on-the-job training. New controllers have been through a very intense training program to get where they are today.

"When a controller does a good job for an NBAA member, he should be told. They are doing a good job and they deserve praise and thanks."

NAS Programs on Target

The ASR-9 airport surveillance radar and Mode S radar beacon system — two key building blocks in the National Airspace System Plan — are moving closer to becoming operational realities. This was evident April 3 when Administrator Engen traveled to the Westinghouse plant near Baltimore to present Quality Control Certificates to the manufacturers of both systems.

"These certificates demonstrate your achievement of the quality controls necessary to produce the ASR-9 and the Mode S equipment in conformance with contract requirements," Engen said. "This includes the special emphasis necessary to assure the quality chain is maintained from the factory to the field."

The ASR-9 now is undergoing unit testing at Westinghouse facilities with a field evaluation at an operational FAA facility being the next step in the process. Deliveries of the 137 units covered by the contract will begin next year.

The Mode S program, which is being pursued as a joint venture by Westinghouse and SDC Burroughs, still is in the manufacturing design phase. The contract covers 78 Mode S installations with an option for 59 more.

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