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May 13, 1985

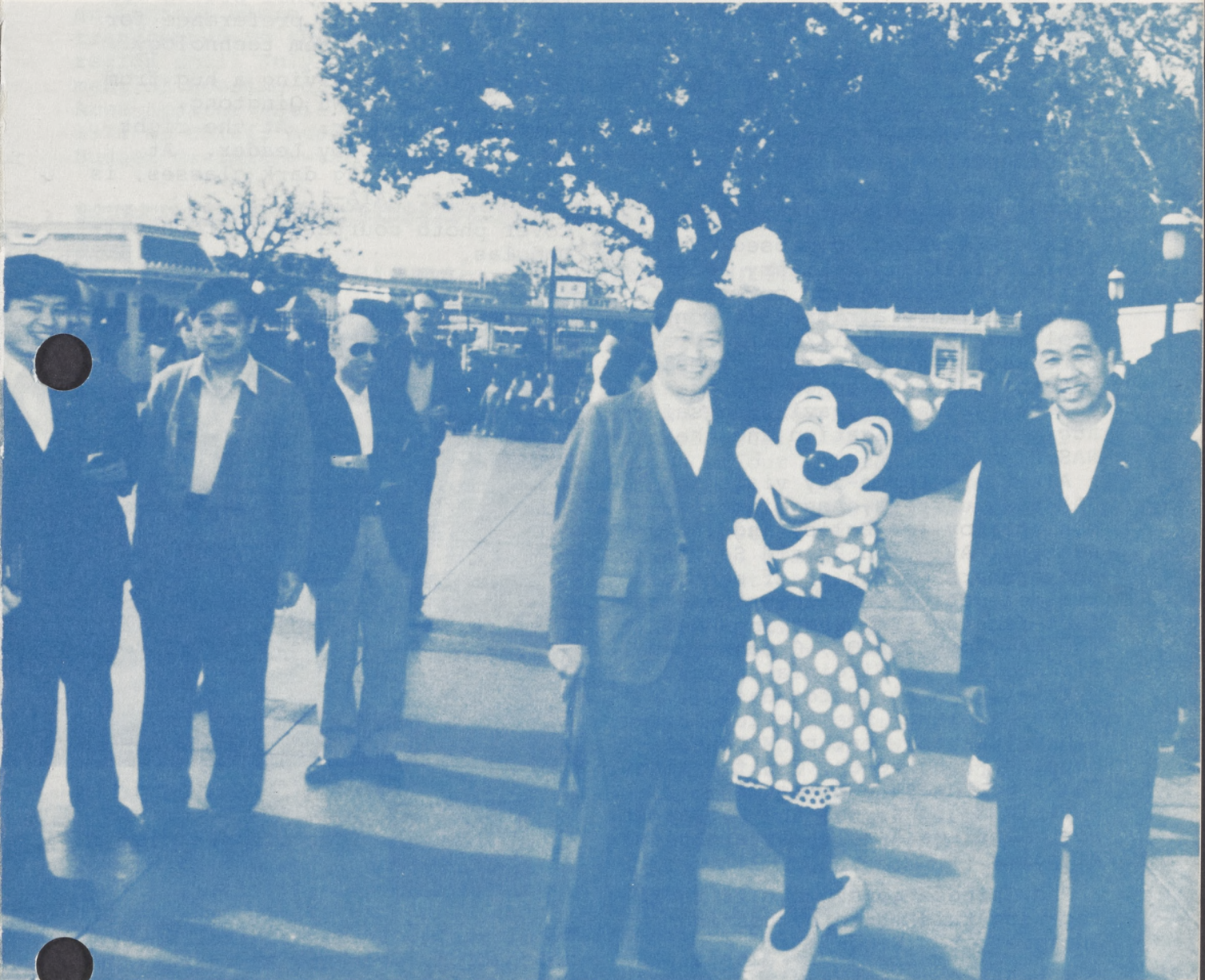
Public Affairs Office
AWP-5

FAA
Western-Pacific Region
Los Angeles, CA 90009
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



CHINESE VISIT

Cover Story

One of the highlights of the visit by a 12-member delegation from the People's Republic of China (PRC) was their trip to the Western-Pacific Region and to Disneyland. The delegation had previously visited Yugoslavia, France and Great Britain, and after touring the United States, travelled to Japan prior to returning to Beijing.

The central purpose of the visiting delegation, headed by Deputy Secretary General Wu Qingtong of the State Council, was to develop recommendations for achieving greater efficiency in the PRC national aviation system.

The delegation, composed of both senior civil and military aviation officials, focused on common civil/military air traffic control and joint civil/military airport use. The delegation received extensive briefings on air traffic control, airports, aviation safety, accident investigation and the NAS Plan.

After its three-day visit to FAA headquarters, Associate Administrator for Policy and International Aviation Donald Segner and members of his staff escorted the delegation on a comprehensive fact-finding trip that included: the New York TRACON; Oceanna Naval Air Station in Virginia Beach; Myrtle Beach Air Force Base, South Carolina; the American Airlines Training Center; McDonnell-Douglas' Long Beach, Calif., plant; FAA's Southwest and Western-Pacific Regions; and the Dallas-Ft. Worth and Los Angeles International Airports.

The Chinese government is reciprocating this month by hosting Administrator Engen.

The FAA cooperates with foreign governments in the development of international air traffic control and navigation systems, tele-

communications, meteorological, airport technology and other technical services by making other nations aware of U.S. activities and progress, and by encouraging and helping other nations to adopt new and improved systems.

Through visits to foreign civil aviation authorities and facilities, FAA Representatives and regional international staffs foster acceptance and preference for U.S. aviation system technology.

COVER PHOTO: Receiving a hug from Minnie Mouse is Wu Qingtong, Delegation Leader. At the right is Liu Kai, Deputy Leader. At the left, wearing dark glasses, is Tom Messier, AIA-1.

Cover photo courtesy of McDonnell-Douglas.



Wu Qingtong, leader of the Chinese delegation, presents Administrator Engen and the agency with a reproduction of a Ming Dynasty bowl. Photo by DOT photographer Bob Laughlin.

Len Williams Retires

Len Williams, Manager, Budget Division, is retiring May 24 with 30 years of government service. After graduation from George Washington University and working in the public accounting profession, Len entered civilian government service in May 1957 as an Auditor with the General Accounting Office in Washington, D.C. In March 1960, Len transferred to the FAA in Washington, D.C., as an Auditor where he served until August 1961 when he transferred to the Western Region. He served in this region until July 1970 when he transferred to the Department of Housing and Urban Development where he served as Area Auditor until his return to the FAA Western-Pacific Region in January 1974 as Chief, Audit Division. In May 1976, Len became Manager of the Budget Division--the position he holds today.



Management Systems' Awards

Management Systems is pleased to announce and applaud several of its people who have started 1985 out with special achievements to their credit. Quality Increase Awards with Outstanding ratings went to Mateel Johnson, Gerald Murphy and Barbara Heckrotte. A Special Achievement Award with an Outstanding rating was earned by Bea Mathewson, and Special Achievement Awards for Sustained Superior Performance went to Gary Newkam and Carl Carlson. Congratulations!

Travel Voucher Procedure Change

To help avoid problems with misplaced checks and unused airline tickets, all travelers should attach any such documents to the face of their travel vouchers. This will help greatly in better controlling these items for proper credit to employees' advance accounts and collecting money due the FAA from commercial carriers.

1986 Lindbergh Grants Program

The Charles A. Lindbergh Fund supports individuals attempting to create a better balance between technological progress and preservation of our natural/human environment.

Grants up to \$10,580 (symbolic of the cost of the Spirit of St. Louis) are awarded in the areas of:

- * Aeronautics, Aerospace, Aviation
- * Agriculture
- * Biomedical Research
- * Conservation of Natural Resources
- * Health and Population Sciences
- * Intercultural Communication
- * Oceanography and Water Resources
- * Toxic Waste Disposal Management
- * Wildlife Preservation

Deadline for formal written application is October 15, 1985.

For application package, contact:

Gloria S. Perkins
Administrator

The Charles A. Lindbergh Fund, Inc
Grants Office, Box 0
Summit, NJ 07901.





Letters We Like To Receive

April 9, 1985

Mr. Hal Federwisch
Chief, San Jose Tower
San Jose International Airport

Dear Hal,

On the evening of March 27, we had an aircraft in San Jose that needed to be positioned to San Francisco. Since it could not depart prior to the closing of the tower, our crew requested the tower to stay open long enough to allow the aircraft to leave. The tower consented; which afforded us the opportunity of get our aircraft properly positioned for the next day's schedule.

Please pass our sincerest "thank you" to the crew on duty that evening. Their cooperation was "above and beyond" and is very much appreciated by PSA.

Sincerely,

P S A-- PACIFIC SOUTHWEST AIRLINES

A handwritten signature in dark ink, reading "Don R. Lewis". The signature is written in a cursive, flowing style.

DON R. LEWIS
Director Flying Operations

Editor's Note: Congratulations to San Jose Tower personnel on a job well done!

New Policy Statement Makes for One FAA

Administrator Engen has incorporated his "One FAA" theme into a new FAA Policy Statement (Order 1000.1A) stressing the need for a unified approach in carrying out the FAA mission.

Signed by the Administrator on April 12, it represents the first update of this policy statement in 20 years and reflects the many changes that have occurred in aviation and FAA during that period. Individual chapters cover such agency responsibilities as promoting aviation safety, supporting national security and achieving efficient airspace use, as well as the management of internal programs such as human resources, EEO, and procurement.

In his foreword to the new statement, the Administrator said, "All levels of management are requested to become thoroughly familiar with this order. Every attempt has been made to provide meaningful guidance covering a broad range of functions. Undoubtedly, however, individual issues will arise from time to time requiring individual decisions. This should be the exception, not the rule."

Alice Hines Retires

Alice Hines, Voucher Examiner in the Travel and Transportation Section of the Examination and Classification Branch in the Accounting Division, has retired after 39 years of service as a Federal employee. Her service included time with the War SVC, U.S. Air Force, Veterans Administration and the FAA. She worked 23 years with the Federal Aviation Administration including time in the Facilities and Materials Division, and some 15 years in the Accounting Division. Happy Retirement, Alice!

Near Midairs Are Up, Collisions, Deaths Down

The need for continual pilot vigilance in the air has been emphasized again by Administrator Engen in releasing statistics that show a 44 percent increase in Near Midair Collisions (NMAC) during the first three months of 1985, over the same period last year.

Engen noted, "The FAA is providing this information on NMAC statistics so that all concerned will exercise increased judgment during the spring and summer when historically such incidents occur with more frequency. The see-and-be-seen concept is a critical element of flying, and the release of this kind of information serves a useful purpose in making all pilots more aware of the environment around them."

During the first quarter of the year, the agency received 141 NMAC reports compared with 98 in the first three months of 1984. The distance between the aircraft involved was less than 500 feet in 108 of these reports. In the same period of the previous year, only 53 such reports were received.

However, in spite of the rise in near midairs, in the first quarter of 1985 there was only one actual midair collision which resulted in two fatalities. This compares with three collisions and three fatalities in 1984.

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Spanish Noise Team Studies Abatement



From left--Juan Rosas Diaz, Pablo Morera Rodriguez and Teodoro Sanchez Espada representing the Spanish Ministry of Transport, Tourism and Communications, Madrid.

Photo by Rafael Riera.

The above Ministry of Transport Tourism and Communications Team recently visited the Western-Pacific Region for information on the region's noise abatement policies and procedures at Los Angeles and San Francisco; specifically, the use of the Integrated Noise Model, the Noise Information Management System, and Noise Monitoring Systems. For familiarization in these specific areas, they were programmed by Elaine Carter with FAA technical experts Ellis Ohnstad, AWP-611, Jim McCord, AWP-530 and at San Francisco, John Pfeifer of the the Airports District Office, SFO-600, as well as with airport management and noise officials at Los Angeles and San Francisco International Airports.

Briefing sessions provided a thorough description of the noise abatement arrival and departure procedures at LAX, including Daggett, Seal Beach and the over-ocean loop. Discussions also covered economic costs incurred during use of these procedures; benefits derived; the degree of pilot adherence to charted procedures; general conditions around several air carrier and general aviation airports in the region, as well as the variety of procedures and mitigation measures used to provide noise relief. A visit to the Los Angeles Department of Airports included introductions to General Manager Clifton Moore and his Administrative Assistant Eddie Holohan. Noise Abatement Officer Bob Beard and Technicians Frank Allegria and Neil Eckerson demonstrated the LAX Noise Monitoring System and provided printed procedural and policy handouts plus answers to a myriad of questions from the visitors. Additional comprehensive briefings followed at San Francisco with FAA's John Pfeifer and Airport Noise Officer Arnold Feener, concluding the region's three-day noise familiarization program.

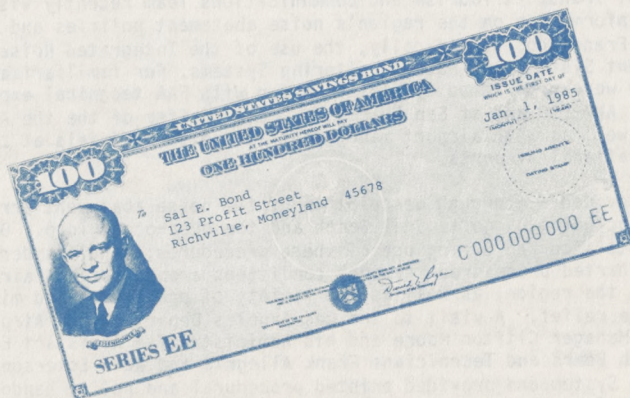


Margaret M. Heckler
 Margaret M. Heckler
 Secretary of Health and Human Services
 1985 Chairman, Interagency Savings Bonds Campaign

“Support U.S. Savings Bonds. Your savings will grow while America prospers.”

When President Reagan appointed me Chairman of the 1985 campaign, I accepted the position with enthusiasm. Because in my opinion, Bonds are the wisest investment you can make. Where else can you earn high market-based interest, get valuable tax benefits, enjoy a guaranteed minimum return on your investment, and help America flourish...all at the same time! Last year alone, U.S. Savings Bonds saved our Treasury nearly \$2 billion in borrowing costs. That's good news for *every* taxpayer.

I hope you'll join me—and over 1 million other Federal employees—in supporting U.S. Savings Bonds. Purchase *your* bonds today through your convenient Payroll Savings Plan. You'll be helping yourself—and your country.



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