



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

Western-Pacific Intercom



Commitment in Las Vegas

Cover Story

There is something new at Las Vegas Tower.

A document (next page) is posted in the hallway as a constant reminder of employee commitment. Developed by a voluntary Employee Participation Group, the document-- or perhaps more accurately--the declaration, provides the means for FAAers to progress toward group unity.

On March 23, the belief of the Las Vegas Tower people in these principles was reinforced when, during a tour of Las Vegas Tower, Administrator Donald Engen chose to sign the document. The Administrator joined 48 Las Vegas Tower employees who have signed the document to date. Signing up is totally voluntary.

The employees' "Commitment to Unity" is a goal that Las Vegas people hope will describe the working environment at Las Vegas Tower.

Marcia Holman, Air Traffic Control Specialist, was the caligrapher for the document. Jay Hanks, Air Traffic Control Specialist (since transferred to Atlanta Tower) made the solid oak case that houses the document.

Cover photo: Air Traffic Manager Bill Maloney and Controller Marcia Holman.

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.

More Top Jobs Filled

Pending OST approval, the new Director of the Central Region is Edwin S. Harris, who formerly held the post of Deputy Director of the Great Lakes Region.

In another top-level personnel action, also pending OST approval, Anthony J. (Tony) Broderick has been selected Associate Administrator for Aviation Standards. Broderick has held the post on an acting basis since early January. He previously was the Deputy Associate and before that a Technical Advisor to the Associate Administrator.

He began his DOT/FAA career in 1971 as a project manager at the DOT Transportation Systems Center.

Harris began his FAA career in 1964 as chief of the Pacific Region's Training Branch. Before becoming the Great Lakes Deputy, he was Superintendent of the FAA Academy and prior to that held a number of increasingly responsible management jobs.

New Consumer Program To Speed up Service

In keeping with the Administrator's appeal to "speed up the delivery of service to users and the public," the Office of Public Affairs has prepared a special section, "How to Respond to Consumer Questions," that has been added to the May 1985 Directory.

This section will help FAAers answer consumer questions in an accurate and timely manner. Included will be information on how to respond to questions and complaints concerning airline services and aviation safety. Also included are the 21 most frequently asked questions, along with the answers, compiled by FAA's Public Inquiry Center.

Resolution of Appreciation

The Reno City Council passed the following Resolution of Appreciation for all agencies of local and state governments, as well as private organizations, who participated in the rescue operations involved in the air crash on January 21, 1985. City Manager Chris Cherches wrote to the FAA, "Although words cannot adequately express the appreciation of the community and families affected, this Resolution is a written tribute to the service 'above self' you provided. Our City will always remember this tragedy; it will likewise remember your invaluable aid and involvement to meet this emergency."

WHEREAS, on the morning of January 21, 1985, Galaxy Flight #203 crashed upon take-off from Reno, Nevada; and

WHEREAS, this disastrous event required instantaneous reaction from all public safety, public works, and emergency agencies and volunteer organizations of the community; and

WHEREAS, all personnel involved in the rescue and recovery efforts responded with the utmost expertise and professionalism; and

WHEREAS, the continuous disaster training, educational programs, and strong cooperation among these agencies resulted in the most efficient, organized, and professional rescue/recovery operation of its kind in the history of the City; and

WHEREAS, the volunteer assistance groups provided invaluable support needed to carry out an effective recovery effort; and

WHEREAS, all public safety and public works personnel, volunteers, and citizens involved gave themselves so unselfishly and tirelessly and with great compassion.

NOW, THEREFORE, BE IT RESOLVED by the City of Reno, Nevada, and all of its citizens that they wish to express overwhelming gratitude and pride for all of the efforts so generously given by so many.

BE IT FURTHER RESOLVED that the City of Reno, Nevada, and all of its citizens will long remember and continue to appreciate the well-trained, professional, and well-organized efforts of all those who participated in this effort.

Upon motion made and duly seconded by the Reno City Council, the foregoing Resolution was passed and adopted this 11th day of February, 1985, by unanimous vote of the City Council.



Pete J. Spencer
MAYOR OF THE CITY OF RENO

ATTEST:

Hilbert A. Maudragon
CITY CLERK

Flight Time Cut For Instrument Rating

FAA is reducing the flying time required for an instrument rating in an effort to encourage more pilots to upgrade their flying skills and reduce the number of weather-related accidents.

As of June 7, the change will allow pilots with 125 total flight hours to qualify for an instrument rating. This is 75 hours less than the present requirement, and it means that some pilots could qualify for an instrument rating within two years of obtaining their private license.

The FAA action follows the recommendation contained in a study done for the agency by Embry-Riddle Aeronautical University of Daytona Beach, Fla., and Seville Research Corp. of Pensacola, Fla. They found that the amount of previous flying time had no effect on a pilot's ability to learn to fly on instruments. They also concluded that the reduction of the 200-hour requirement would encourage earlier acquisition of instrument flying skills.

Flight Standards Awards

Outstanding with OWIG

Jack Howell, Reno FSDO
Barry Phillips, Scottsdale FSDO
Kenneth Goodsell, San Diego FSDO

SAA (Special Act)

Ralph Anderson, Sacramento FSDO

Letters of Appreciation

James Dugan, Long Beach FSDO
Joseph Jordan, Long Beach FSDO
Marvin Curl, Long Beach FSDO
Joe Brasher, Long Beach FSDO

Career Service Emblem

30 Years
Donald Lowry, Honolulu FSDO



Geneson Coloma Receives Award

Geneson Coloma (center), Staff Engineer at Honolulu Airway Facilities Sector Technical Support Unit, recently received an outstanding performance rating and a Special Achievement Award for his superior efforts in improving facility performance. Presentation was made by John Gordon (right), Honolulu AFS Manager and John Giannakopoulos (left), Assistant Manager for Technical Support.

AF Congratulations

Congratulations to Charley Chamness and Greg Massoud of the Environmental Engineering Section in Airway Facilities Division for their outstanding performance. Both received a Quality Increase Award with outstanding rating which was presented by Leonard Covington, section supervisor. Also, Cliff Weinan and Hilde Mueller of the newly established Nav/Comm/Data Section received Letters of Appreciation. Cliff was thanked by Los Angeles ARTCC for being responsive and informative, and Hilde was thanked for the desk coverage she provided in the Maintenance Operations Branch.

Top A.T. Facilities Of 1985 Selected

The winners of the first air traffic "Facility of the Year" awards selected since 1980 are the:

- * Jacksonville Air Route Traffic Control Center;
- * Atlanta and Corpus Christi towers (Radar);
- * Northeast Philadelphia Tower (VFR);
- * Bridgeport Flight Service Station (FSS).

In addition, a Special Award was given to the Columbus, Ohio, and Austin, Texas, towers. The two facilities were honored for conducting a one-year evaluation of the Airport Radar Service (ARSA) that led to its adoption on a nationwide basis.

The Jacksonville Center was cited for its role in the testing of various new systems and programs such as the En Route Spacing Program (ESP), the Apollo computer, and the En Route Sector Loading Program.

Center controllers also designed special programs to handle unusual traffic loads, like those associated with the 1984 Super Bowl, the Daytona 500 and the Augusta Masters golf tournament.

The Atlanta Tower was honored for its performance during 1984. The facility experienced one of the highest traffic growth rates among all airports last year but still managed to reduce delays. On several occasions, the facility set new traffic records only to have them topped a short time later.

The Corpus Christi Tower distinguished itself last year by serving a complex air traffic control environment without a single operational error. In addition to the Corpus Christi Airport, the tower also provides ATC services to 14 other airports and seven heliports in the area.

The agency has filed its exceptions to a recent Federal Labor Relations Authority (FLRA) decision that supported an American Federation of Government Employees' (AFGE) bid to hold an air traffic controller regional union election in the New England Region. This decision would allow a single regional unit to receive exclusive recognition by a union.

A second part of the decision being appealed by FAA is FLRA's approval of AFGE's move to include automation specialists in the controllers' bargaining unit.

FAA is arguing that regional units could lead to a situation that is "inconsistent with our safety mandate." Acting Chief Counsel Edmund Faberman noted that "The air traffic system is not a piecemeal system. One facility, one region must coordinate with another. And we contend that having different regional units could disrupt this."

Moreover, FAA emphasized that work rules, practices and safety issues are national in nature, not regional.

In addition, FAA argues that controllers and automation specialists should not be in the same bargaining unit because their jobs are too dissimilar.

Attention Retirees

A retiree luncheon will be held at 11:30 a.m. on Monday July 15 at the Hacienda Hotel, 525 N. Sepulveda Blvd., El Segundo, Calif.. Price of the luncheon is \$8 including tax and tip, payable at the luncheon. Please make reservations by July 10. Contact Phil Guindon, 213/670-8124 or Fred Potter, 213/670-8769, 7222 Kentwood Ave., Los Angeles, CA 90045. Let's hear from FAA and Credit Union retirees for this informal get-together.

LAX FSS News

By Keith Ludwig

Bringing you up to date on what's been happening at Los Angeles (LAX) Flight Service Station....RETIRED: Jim Howland called it quits a couple months ago. Jim spent most of his time at LAX as training officer. He was given a retirement dinner and received some special awards. Myrtle David, your friend and mine, of the teletype sector, said adios to the FAA a few weeks later. Myrtle just wants to sit back now and watch the world go by and watch her soaps. Good luck to both.....PEOPLE LEAVERS otherwise known as ex-laxers: Dave Foutch to Bakersfield Tower, Mathew Gilbert to Hawthorne Tower, Sandi Couverly to Lancaster as an Area Supervisor. Still at the academy hitting the books are Bob Manual and Lori Collins selected for Santa Monica Tower and Phil Zelehowski going up to Oxnard Tower. Our loss is their gain.....WEDDING BELLS will be reinging in the near future for all Gronhagen and also for Ken Price. Much happiness to both.....DETAILED: Rose Marino and Franci Prijital to the Regional Office.....AWARDS: Frank Feher, Janet Duckworth, Elaine Harrison, Dave Foutch, John Rezler and Bob Widick....INHOUSE PILOT REPORTS: Area Supervisor Jim Greenwood received his Bachelors degree (HROD), Elaine Harrison was selected for LAX Program Specialist; Art Morriston was selected as Quality Assurance Specialist. We're sorry to hear that Robert Patterson has been placed on extended sick leave. We hope for a speedy recovery. Keith Ludwig went to the Las Vegas golf classic where a good time was had by all. That's all folks.



Alex is #1 in AF Eyes



Recently the Regional Office Airway Facilities personnel accomplished something of which the Pentagon would be envious. Approximately 100 people managed to keep a secret for three weeks. At the appropriate time (at the last second) the word was released and these same employees let it be known it is no secret how they feel about their Division Manager--he's great!

Alex Hammond, Airway Facilities Division Manager, was honored by these personnel with an "Alex Appreciation Day" and a sumptuous potluck feast prepared by Airway Facilities (AF) personnel. To kick off the festivities, the Regional Director "Mac" McClure presented an appreciation book to Alex, in which all the employees had written their personal sentiments of appreciation. The Director commented he had presented many employee-generated Letters of Appreciation to supervisors, but never had he seen an entire book dedicated as such. The inscriptions in the book unanimously acclaimed Alex as a #1 manager, not only dedicated to the FAA mission and AF programs, but dedicated to the wants, needs and expectations of his employees as well.

We in the Western-Pacific Region are indeed fortunate to have the caliber of management exemplified by Alex Hammond. He doesn't talk principles, he lives them!

Space Shot to Aid Controllers and Technicians

The Northern Utah Satellite (NUSAT), which soon will be receiving signals that will help agency technicians calibrate the vertical tilt of FAA beacon radar antennas, now is hurtling around the earth in an 18,000 m.p.h. orbit after being successfully launched April 29 from the space shuttle, Challenger.

NUSAT made space shuttle history as the first object ejected from a "getaway special," NASA's name for the garbage can-sized canisters mounted in the storage bays of the shuttles and previously used to house various zerogravity experiments. The satellite was fired from a spring-loaded clamp inside the canister. Complete details on the project were carried in the March FAA WORLD.

But NUSAT, the product of a special volunteer coalition of FAA, NASA, Utah's Weber State College, and a host of top aerospace firms, almost didn't get off the ground because of last-minute difficulties.

The obstacle that nearly derailed this seven-year volunteer effort was an ordinary, household nine-volt battery. NASA scientists discovered just before the Challenger lift-off that some of the batteries, which are used to fire the explosion that releases the satellite from the canister, lose their charge at a much faster rate in vacuum conditions. To be on the safe side, NASA decided to delay the launchings of the NUSAT and another satellite.

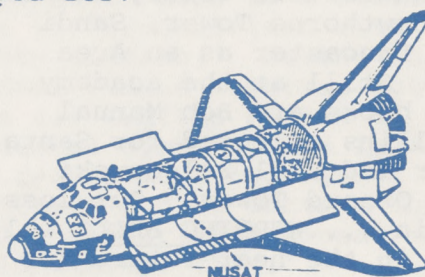
After appeals from the astronaut crew, who were very interested in the NUSAT project, the NASA brass agreed to give it a go. NUSAT ejected properly but the other satellite did not.

According to Charlie Bonsall, supervisor of the Salt Lake City Terminal NavCom and one of the chief FAA movers behind the

project, NUSAT is performing very well. The ground support people have made contact with the satellite for a few seconds at a time and are expecting to make regular contact soon.

"We're still getting the ground station up to speed and working out a few bugs," says Bonsall.

One other bright note: Based on early tracking, the satellite appears to be in a higher, faster orbit than was expected, which means that it may be up to a year before the orbit decays completely. This is a good six months longer than its builders hoped for.



The News in Brief

Through the first three months of 1985, the Atlanta Air Route Traffic Control Center (ARTCC) is holding on to its title as the busiest en route facility. It averaged 6,083 daily operations over the three-month period, which was nine percent higher than during the same time frame in 1984. Rounding out the top five in the ARTCC category were Cleveland (5,485), Chicago (5,475), Washington (5,308), and New York (4,917).

The agency has awarded a \$1.4 million contract to a Washington, D.C., firm for preliminary design of a second passenger terminal at Dulles International Airport. The "quick turnaround" terminal will be built at mid-field. Plans are to have the new facility in operation by 1989.