



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

Western-Pacific Intercom



**FAAer
To
The
Rescue**

Cover Story

A few months ago, an FAA employee and his friend helped to avert a tragic ending for other mountaineers while climbing on Mount Gilbert near Bishop, California. Julius "JJ" Jodele is an Aerospace Engineer in the Western Certification Office at the Regional Office Building.

"JJ", a mountaineer for less than a year, and his friend Peter Chopelas were approaching the 900-foot couloir (a gorge or crevice) on the side of the 13,103-foot peak where they planned to climb the 60-degree ice-coated slope. There they observed two other climbers nearing the top of the gorge.

Suddenly, one of the climbers lost his footing and began sliding down the icy crevasse, unable to stop. He hit a bump, lost his helmet, became airborne, and fell 800 feet down into the soft snow about a couple hundred of feet from JJ and his friend.

Looking like a falling rag doll, JJ said, "I thought for sure he was dead."

The second climber was stranded near the top, yelling for help. He wanted to come down too, but the rope was in the fallen climber's backpack. Since the downward climb was more difficult than the climb up, the stranded climber decided to cross the ice and anchor himself to the rocks nearby.

JJ and his friend hurried to the site of the fallen climber, later identified as Richard Harris. Though motionless and completely buried in the snow, he was alive but unconscious when JJ and Peter arrived. They quickly dug him out of the snow and saw he was severely injured. They stopped the bleeding and carried the injured climber and his equipment--plus their own gear--about a mile down the glacier. Reaching the end of the snow, they were unable to continue across the rocky terrain,

and selected a spot adjacent to some large boulders to act as a windbreak.

While JJ stayed with Richard, Peter took minimum supplies and climbed down to get help. Departing for the onward climb around 3 p.m., Peter met another pair of climbers who had just established their campsite for the night. After hearing the tale, they volunteered their assistance and the trio set out to locate JJ and Richard.

As the night wore on, the temperature at the 12,000-foot level dropped to six degrees F. and the wind increased to about 40 m.p.h., with a chill factor of minus 40 degrees F. The rescuers climbed the couloir all night, reaching the stranded climber at 4 a.m.. They then began the difficult climb down, bringing the stranded climber, Jim, with them.

At daybreak, Jim, and the rescuers (Woody and Mark) finished the climb off the couloir, which required ropes and tools. They then started across the glacier to reach JJ and the injured climber.

When the sun reached the bivouac where JJ and Richard had spent the night, JJ got up to move around only to find that one of the canteens he was so careful to protect from freezing with his own body heat nevertheless had frozen solid.

Later that morning, about 11:30 a.m., a Search and Rescue helicopter arrived to transport Richard to a hospital. His injuries were listed as a broken neck, broken left ankle, cracked right shin, sprained wrists, and many cuts and bruises. He has now made full recovery and probably is alive today thanks to the unselfish actions of JJ Jodele and his friend Peter Chopelas.

Cover Photos: Look close and you will spot the fallen climber ascending the couloir (top left). At the right, JJ is assisting Richard Harris into JJ's own dry jacket after the fall. Below is the rocky bivouac where they spent the cold night awaiting rescue.

Phocus On Phoenix

The Phoenix Airway Facility Sector has had many interesting personnel actions. Billie Chrestman, Administrative Officer has been promoted and transferred to AWP-423. Our loss is definitely the Regional Office's gain. Billie was also recently a member of an Administrative Evaluation Team from Headquarters. She did such a fine job that she received a Letter of Commendation for her very able assistance.

As a result of the vacancy left by Billie, Janice Proctor became the new Administrative Officer. Jan was the General Supply Specialist in the Logistics Unit. Congratulations, Jan!

Congratulations to Environmental Systems Technicians Joe Santos and Lyle Thurman, who recently received promotions.

Lyle Adams, Manager, Phoenix Airport Radar Service Area Sector Field Office, recently returned from a detail in Washington (APM-330) where he assisted with the 3D Radar Program. During Lyle's absence, Electronic Technician Douglas McCabe, PHX SFO, received a temporary promotion for the 45 days as ARSR Manager. Sheldon Crook, ET, PHX SFO, was temporarily promoted to fill the position for the last part of Lyle's detail. Congratulations to Doug and Sheldon for a job well done, and welcome back, Lyle!

A number of our employees have received Special Achievement Awards: A Group Award for Charles Borwege and Gerald Evans, Electronics Technicians in our Phoenix SFO; David Frasier, Electronics Technician, PRC SFO; Christine Canchola, Stay-in-School Clerk-Typist, Sector Office; Douglas McCabe, Systems Performance Specialist, PHX SFO; a Group Award for Stephen Runzo and Joseph Weber, Electronics Technicians, PHX ARSR SFO; and Clarence "Swede" Almquist, Environmental Systems Technician, ESU, Sector Office.

We also had a couple of Outstanding Ratings with a Quality Within-Grade; Kenneth Barnum, Environmental Systems Technician, ESU, Sector Office; and Gordon Green, Engineering Technician (TID), Sector Office.

Frank Bell, Electronics Technician, PHX SFO; and David Frasier, Electronics Technician, PRC SFO (POD: FLG), were selected for the two AFSS positions at Prescott SFO.

Recently we had two retirements: Ric Hileman, Electronics Technician, PHX SFO, after 28 years of government service; and Paul Johnson, Electronics Technician, PRC SFO (POD: Kingman), after 32 years of government service. We hope that their retirement years are filled with happiness. We will certainly miss these two very capable and dedicated people.

And the following received Letters of Appreciation: Kenneth Barnum, EST, Sector Office; James Cambier, Supervisory ET, PHX AFS; Archie Millhollon, AMTS, Sector Office; Philip Craig, Supervisory ET, PHX SFO; Riley Porter, ASM, Sector Office; Barbara Schwitters, AA, Sector Office; Robert Thomas, ET, ARSR SFO; Jack Chalk, ET, TUS SFO; Al Boisvert, SE, Sector Office; David Shute, ET, PHX SFO; Mark Thomas, EST, Sector Office (POD: PRC); and Bob Guy, EST, Sector Office (POD: TUS).

Rudy Clemente Retires

On November 12, 1985 at 11:00, Proud Bird, there will be a retirement luncheon in honor of Rudy Clemente. Rudy retired October 4, 1985 after a career in the Civil Aviation Security Division. Come join us in the celebration! \$12 per person includes luncheon buffet, tax, tip and gift. Contact Candy or Lynne at 213/215-2280 or FTS/983-2280 for more information.

Capsule Glimpses -- Meet Bill Behan San Jose Tower Manager

Bill began his career as an Air Traffic Controller in the United States Marine Corps in 1961.

Bill joined the FAA in 1971. His first assignment was as controller at Santa Barbara, Calif. There he earned a degree in Supervision and Management. Bill transferred to Burbank, California in 1973. He was certified as a Tower/Radar Controller. He also served as the facility's Training and Procedures Specialist for 15 months. Bill was promoted to Area Supervisor at San Jose Tower, the Nation's sixth busiest airport at the time. He remained there for almost two years, at which time he was promoted to an Area Supervisor position at Burbank Tower/TRACON. Bill worked at Burbank from 1979 through the summer of 1983. He was instrumental in helping the Facility recover from the 1981 controllers strike. Bill transferred to FAA Headquarters in Washington, D.C. where he became a member of the System Performance Branch, ATO-410. He worked on the airline rescheduling effort in Sept. 1983 and was awarded by the FAA Administrator for his efforts. Bill was also involved in the Airport Radar Service Area (ARSA) development and the implementation of the En Route Spacing Program (ESP) nationwide. Bill is using his recent experience involving the reduction of aircraft delays, in working with local users, airport managers and other FAA offices in finding new and innovative programs that will improve the current and future air traffic system and airports programs.



Welcome Ed Jones

We wish to welcome Edward Jones on board as the new Manager, Las Vegas Civil Aviation Security Field Office. On Sept. 1, Ed replaced Bobby Y. Tucker, who retired in May 1985. Ed was formerly the Chief of Police for the FAA Metropolitan Washington Airports, Washington, D.C. from August 1981 to August 1985. Prior to that, he was a police officer for the Port Authority of New York, where he worked his way up through the ranks to become the Commanding Officer for the Police Academy in New York and New Jersey. Ed is a welcome addition to the Civil Aviation Security family in the Western-Pacific Region.

An Outstanding For Mary Blaugh

Mary Blaugh (left), Administrative Specialist, receives congratulations and an Outstanding Performance Certificate from Duane Bullard, Manager of the Planning, Appraisal and International Aviation Staff. Mary also received a Sustained Superior Performance Award for her contributions in improving the quality and quantity of administrative support provided to members of the Planning, Appraisal and International Aviation Staff during the past year.

Photo by Rafael Riera.



50 Years of Air Traffic Control Excellence
-- A Standard for the World --



Phoenix Tower/TRACON Awards

Congratulations to the following Phoenix Tower/Tracon employees for awards received during August:
Stephanie Evans, a Quality Increase;
Connie Nelson, Outstanding Rating;
Bruce Rigney, Quality Increase with Outstanding Rating; and Katherine Wallmueller, a Quality Increase award.

Norm Carp Retirement Party

A retirement party/roast will be held for Norm Carp, Manager of Salinas Tower, on Friday, November 22, at the Salinas Elks Club, Salinas, California. The dinner of baked chicken (tax, gratuity, and gift included) will cost \$10.50 per person. Please R.S.V.P. to Liz Johnson at Monterey Tower by November 10 (FTS no. 468-2190 or COMM no. 408/375-1211).



US Department
of Transportation
**Federal Aviation
Administration**

Memorandum

SAN DIEGO TRACON
P.O. BOX 45301, NAS MIRAMAR
SAN DIEGO, CA 92145-1000

Subject Letter of Appreciation

Date: SEP 12 1985

From

Robert A. Vaughn
Robert A. Vaughn

Reply to
Attn of

NKX:AATM:Snow

Air Traffic Manager, San Diego TRACON

To

John Davies, ATCS, Lindbergh Tower

THRU: James R. Dea, Air Traffic Manager, Lindbergh Tower

On August 25, 1985, shortly after 2:00 AM, a marine lifeguard helicopter was inbound to the San Diego area. The helicopter pilot asked the TRACON controller to call the hospital and make arrangements for an ambulance and oxygen to be standing by.

The controller in the TRACON was busy with other aircraft and he could not leave his position to locate the number of the Balboa hospital. Therefore, he asked for your assistance in calling the hospital. Your task was not simple as the phone number you had was no longer in service.

Using resourcefulness, you were able to call the hospital through the life flight dispatcher. You also helped confirm the location of the hospital for the TRACON controller. Through your help, the helicopter was not delayed enroute to the hospital; and, the ambulance and oxygen were there when the helicopter landed.

Upon departure, the helicopter pilot advised the TRACON that a life was saved because of the handling. Thank you, John, for your part in this team effort.

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LETTERS WE LIKE TO RECEIVE

RECEIVED

WILLIAM D. KING

September 9, 1985

RECEIVED FAA
REAL ESTATE AND
UTILITIES BRANCH
AWP-56

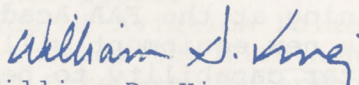
Mr. Charles R. Mariott
Contracting Officer
Real Estate & Utilities
Branch, AWP-56
Federal Aviation Administration
P. O. Box 92007
Los Angeles, CA 90009

Dear Mr. Mariott:

Thank you very much for your letter of September 4, 1985. You know my wife and I greatly appreciate your efforts in getting a radiation survey conducted at the FAA San Pedro site. Further, we are obviously quite pleased with the results of that survey as indicated in your above referenced letter to me.

Best personal regards.

Sincerely,


William D. King

WDK:b

More
Letters We Like To Receive

The News In Brief

* American Airlines agreed Sept. 25 to pay \$1.5 million in full settlement of enforcement actions associated with maintenance-related violations of the Federal Aviation Regulations. The settlement was the largest in FAA history and was based on alleged violations involving maintenance performance, improper postponement of maintenance, and faulty monitoring and quality control. Most of the alleged violations were identified this summer in a special inspection and evaluation of American's maintenance practices.

* A U.S. District Court has ruled that airline policies barring blind passengers from seats near emergency exits are safety measures that do not violate federal antidiscrimination laws. The court's opinion noted that rules prohibiting blind and other handicapped passengers from seats near emergency exits had been approved by the Civil Aeronautics Board as part of a regulation that also permits airlines to keep children, the elderly and others who might impede the swift evacuation of a plane from seats near the emergency exits.

* The Great Lakes Region has joined the Southern Region in testing a toll-free Consumer Hotline (800-FAA-SURE). The hotline is provided for citizens with complaints or inquiries on such matters as carry-on baggage, airport security procedures and child safety seats. It also takes complaints concerning user services provided by FAA, including examinations, aircraft certification and facility operations. Individuals calling the hotline can expect a return call from an appropriate FAA official.

* Some 65 representatives from colleges and universities eager to qualify for grant money under the Airways Science Program attended a Sept. 19 conference in Washington, D.C. The conference was organized to explain FAA's requirements for schools that wish to compete for the \$3 million in Airway Science appropriations from FY 85. The gathering was hosted by Virginia Hancock Krohn, Airway Science Grant Program Manager.

FAA Buys Updated Surfaced Detection Radar

FAA has contracted to purchase 30 new Airport Surface Detection Equipment (ASDE) units from Norden Systems of Melville, N.Y. The \$55 million contract covers delivery of 17 units with options for 13 more.

Designated the ASDE-3, the new solid-state equipment will replace ASDE-2s at 13 airports and, if the options are picked up, will be installed at 16 additional airports with another unit to be used for training at the FAA Academy.

The new equipment will have a greater capability to penetrate heavy precipitation and present a clearer and sharper radar picture under all light conditions than the ASDE-2. In addition, the solid-state construction and other advanced features insure greater reliability and reduce maintenance time and costs.

Associate Administrator for Air Traffic Walter Luffsey pointed out that the equipment will enhance airport safety by giving controllers a clear, all-weather radar picture of traffic movements on runways and taxiways.

Deliveries of the new radar are scheduled to begin in March 1988.

More News



* This year's downward trend in airport and airway delays continued in September with a drop of 12 percent from the same month in 1984. During the month, delays of 15 minutes or more averaged 935 a day, which is the lowest figure since June when the daily average was 760. For the first nine months of the year, delays were down more than 22 percent. The daily average for this period is 866, as compared with 1,112 in January-September 1984.

* The first meeting of a joint union/management training advisory committee, established by FAA and the Professional Airway System Specialists as a part of their national labor agreement, took place Sept. 26-27, in Washington. Committee members discussed a wide range of technical training issues and made recommendations on field instructor training and computer-based instruction which will be referred to the agency for consideration. The joint committee will meet again next year to take up new issues.

* The Office of Aviation Policy and Plans will sponsor the 11th Annual FAA Aviation Forecast Conference Feb. 26, 1986, at Washington's Mayflower Hotel. The conference is being organized around the theme, "Structural Changes in Aviation" and will feature three panel discussions. One will examine general aviation, another will look at case studies in commercial aviation, both commuters and scheduled air carriers, and a third panel will take up the effects of deregulation on U.S. airports.

* Following the October/November air traffic controller recruitment drive, names placed in the register during previous drives will be removed. As a result, applicants must reapply during the current open period to maintain eligibility.

Agency Proposes Additional ARSAs

The agency has initiated rule-making action to establish Airport Radar Service Areas (ARSA) at 30 more locations, bringing the total number of proposed ARSAs to 66. Service areas already have been established at three U.S. airports; Baltimore-Washington International Airport, Robert Mueller Municipal in Austin, Texas and Port Columbus International, Columbus, Ohio.

The Airport Radar Service Area is defined as designated airspace around a specific airport, generally circular in shape, with a radius of five nautical miles from the surface to 4,000 feet above ground level and between five nautical miles and 10 nautical miles from 1,200 feet above ground level to 4,000 feet above ground level.

Pilots overflying or landing at airports within the ARSA would be required to establish two-way radio communications with the radar facility. This would enhance safety by reducing the amount of unknown traffic and thus the potential for near mid-air collisions, while improving service to all pilots.

FAA is holding informal airspace meetings at each proposed location to discuss the new procedures with pilots and other airspace users. Meetings are being publicized in appropriate newspapers and through airport bulletins. Also, individual letters announcing the meetings now are being sent to all pilots.

Alcoholics Anonymous

Alcoholics Anonymous meetings are being held at the Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Division, Ext. 6300.

A Thank-You To Facilities Visited

215 Kanigaya
Takatsu-ku
Kawasaki-City
Kanagawa-Pref,
214 Japan
June 26 1985

Western-Pacific Region
P.O.Box 92007
Worldway Postal Center
Los Angeles CA 90009

Dear Mrs. Elaine Carter,

Thank you so much for reservation at a hotel and
arrangements for visit each facilities.

We were surprised at a lot of airplane and rapid speaking
to pilot. It's unimaginable facts in Japan.

It's a good memory that talked with many American
controllers and got a nice friendship.

We shall follow an American's good example and
never forget your smile and kindness.

Please contact us when come to Japan,
~~we~~ ^{you} are always welcome.

We warmly appreciate your hospitality.

Sincerely yours,

Fujio Horii

Fujio Horii

Yoshiki Imawaka

Yoshiki Imawaka



International News

ELAINE P. CARTER, INTERNATIONAL AVIATION SPECIALIST, AWP-4(F)

(213) 297-1333
FTS: 984-1333

Tokyo Controllers Study U.S. Air Traffic Procedures



Conscientious Controllers Fujio Horii and Yoshiki Imawaka, shown above, study notes in AWP-4's conference room prior to visiting the Los Angeles Tower and TRACON.

Mr. Horii and Mr. Imawaka have been controlling air traffic at Tokyo's International Airport for the past ten years. Having heard about the congested air traffic flows at some of the busiest U. S. airports, these gentlemen decided to update their own controller skills by visiting various air traffic facilities in those cities to study first hand the American "know-how" of handling large volumes of air traffic and to study new operational procedures.

Their program began on the East Coast of the U. S. and proceeded across the continent, including familiarization tours, discussions and video tapings with FAA ATC personnel at the New York ARTCC, the JFK Tower, the New York TRACON, the Chicago-O'Hare Tower, the Van Nuys and John Wayne Airport Towers in California, as well as the FAA Regional Headquarters in Los Angeles and the Los Angeles Tower and TRACON.

When circumstances permitted, Mr. Horii and Mr. Imawaka took pictures with portable video equipment and recorded pilot-controller communications during various periods of the day and night.

Photo by Rafael Riera.



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

Memorandum

Subject: Mexico Earthquakes

Date: 1985

From: Director, Southwest Region, ASW-1

Reply to
Attn. of:

To: Regional and Center Directors
AAT-1

As you know, we maintain a close relationship with our aviation counterparts in Mexico. We have found out that at least two of their people were killed and many others lost their homes in the recent earthquakes in Mexico.

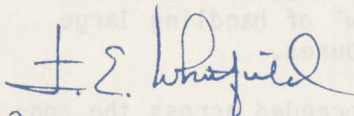
A number of FAA personnel have expressed an interest in providing person-to-person assistance to these people. Houston Center, which works directly with two centers in Mexico, has offered to coordinate these efforts.

As funds are donated, they will be taken directly to the people in Mexico, thereby assuring that all money donated goes to those who have suffered from the earthquake.

Please make your employees aware of this effort. Anyone wishing to contribute should send a check to the following:

SENEAM/DGAC Relief Fund
Chairman, Jim Lewis
Houston ARTC Center
P.O. Box 60308
Houston, Texas 77205

If you have questions you may direct them to Mr. Lewis at the Houston Center, FTS 527-5530.


J.C. R. Melugin, Jr.