



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

Western-Pacific Intercom



The Pitch: Stop Accidents!

Cover Story

R.J. (Front Cover) is one of 93 Accident Prevention Specialists FAA-wide, whose primary job is to "Sell Safety." Having 15,000 flying hours and 28 years of active aviation experience ranging from "Agriculture to Airline" gives R.J. a solid background to sell the product: "Aviation Safety."

The Accident Prevention Specialist averages some 150 nights per year on the road, 25 to 30 weekends and, in some cases, 50 to 60 days away from home, conducting safety meetings. During 1984, some 14,500 safety meetings were conducted throughout the United States with over 523,000 attending. Additionally, 17,500 proficiency flights were conducted by the APS and their appointed counselors.

The Western-Pacific Region is the largest Region within the FAA with a pilot population of over 118,000. During 1984, some 2600 safety meetings were conducted by the 14 Accident Prevention Specialists and their appointed counselors, with an attendance of over 98,000. Additionally, 2500 proficiency flights were accomplished. The Western-Pacific Region enjoys an outstanding Accident Prevention Program with total dedication and support from Regional Director Mac McClure and all disciplines and specialties within the FAA family. The Regional Accident Prevention Coordinator is totally dedicated to the program and works hand and hand with the specialists in the field who carry the program to the public. Because our program is what it is, each APS knows each other and works closely to promote aviation safety, utilizing a team-effort concept.

The General Aviation accident rate is on a three-year steady decline in the Western-Pacific Region. Fatal accidents have dropped from 147 in 1982, to 119 in 1983, to 88 in 1984. And to bring you totally up to date, on the day of this writing, fatal accidents are down by 14.2 percent over the same date in 1984, non-fatals are down by 14.3 and fatalities down by 28 percent.

Safety seminars and clinics account for some 80 percent of the Accident Prevention Specialists' activities. They are one of the most effective means in "Accident Prevention." The specialists vary their programs to meet demands and accident trends. Special meetings include Balloon, Glider, Seaplane and Helicopter type programs. Counseling airmen, processing safety improvement reports, flight assists, airport surveillance and constant involvement in the Counselor program, are all part of the job. The specialists also conduct flight checks and various inspections when called upon.

As R.J. Jones puts it, "We Sell Safety." The Accident Prevention Program is, by design, an educational program that enhances aviation safety through persuasion and motivation. Safety cannot be legislated. Safety must become a way of life for all who are involved in aviation. The Pitch: Prevent Accidents!

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office.

H.C. McClure
Director

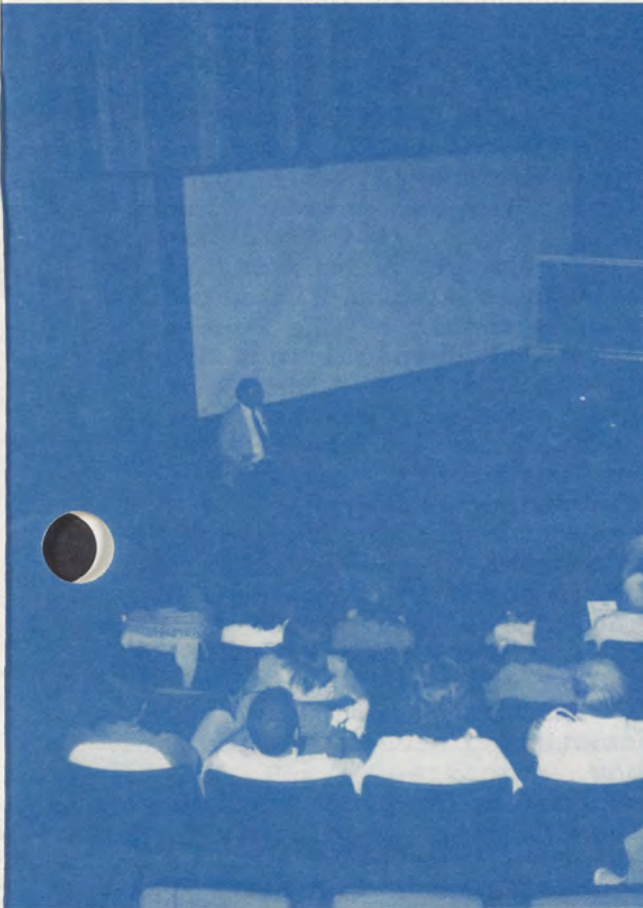
Rafael Riera
Copy Editor

Barbara Abels
Public Affairs
Officer/Editor

Please submit
material for
publication and
photos, in black
and white only,
to AWP-5.

Russell Park
Associate Editor

Selling Safety



Top right: R. J. Jones, Oakland FSDO Accident Prevention Specialist, takes a moment to confer with Gary Koch, former Regional Accident Prevention Coordinator, now AFG-810.

Middle: Not only does R. J. have the full support of FSDO Facility Manager Dick Merriman, he also receives help from other FAAers. At the left is Del Ott, Airworthiness Inspector, speaking to a group at Santa Rosa. At the right is Joe Walker, Operations Inspector, at Stockton, Calif.

Below: Don Odgen, Airworthiness Inspector, gives R. J. a hand in Oakland.

Photos by Winslow Lim.

Gene Hutchison Retirement Luncheon

The retirement luncheon for Gene Hutchison, Materiel Management Branch, AWP-52, will be held on Friday, February 7, 1986 at the Hacienda Hotel's South Starlight Room, 525 N. Sepulveda, El Segundo, CA 90245. For further information contact Lorraine King, 213/297-1569; FTS: 984-1569, or Cathy Beam, 213/297-1138, FTS: 984-1138.

Thermal FSS News

We here in the desert have a lot to be thankful for since our "April Showers." Carl Applegate received an Outstanding Rating and Quality Within-Grade. John White and Delyle Brown received well-deserved Special Achievement Awards. These were star-studded events.

All of this, and we even survived: The evacuation of the building due to toxic chemical smoke that made national headlines..... The air conditioner fire that sent more smoke throughout the building and had the fire department out for a friendly visit (this required replacement by Riverside County)..... The combination kitchen electrical fire that had us once again wallowing in aroma of burning smoke (we now have a new unit)..... An air show that generated the highest traffic count for the year (we were prepared for it)..... An Aircraft Owners and Pilots Association meeting in Palm Springs (that no one told us about until we were drowning in traffic).

Now just because we said Look Out Palm Springs--Here Comes Thermal in our last Intercom note--that is no reason for putting the HEX on our building! After all, it was just the truth of the matter.

Engen Limits Spending More Budget Cuts Likel

Administrator Engen has issued a General Notice (GENOT) to agency employees announcing "severe constraints on contracting, travel and other activities which results in spending money for FAA operations." He also announced an indefinite hiring freeze for occupations other than aviation safety inspectors, air traffic controllers and civil aviation security specialists.

These measures follow Congressional approval of a \$4.9 billion appropriation for FAA spending authorizations for FY 1986. That is more than 5 percent below the Administration's request with additional cuts likely as a result of the recently-passed Gramm-Rudman-Hollings budget deficit legislation. Gramm-Rudman calls for automatic across-the-board budget cuts if the President and the Congress fail to agree to specific reductions by March 1.

Placing the spending constraints in the context of the legislative schedule imposed by Gramm-Rudman, Engen noted " ...it appears that the FAA will not know exactly what its 1986 budget will be until early March. That will leave us less than seven months to accommodate the reductions.

Therefore, it is prudent to begin spending cutbacks immediately."

Engen added, "While we will attempt to avoid doing so, reductions-in-force and furloughs are possibilities, the extent of which cannot be determined until we have our final numbers."

The line items in the FY 1986 budget break down as follows: for operations, \$2.7 billion; for headquarters administration, \$64 million; for facilities and equipment, \$993 million; for research, engineering and development, \$190 million; for grants-in-aid obligations, \$925 million; and for operations and construction at Metropolitan Washington Airports, \$41 million.

Ernest McIntosh

Earns

Administrator's

Recognition



Ernest McIntosh, Airport Certification/Safety Inspector for Airports Division, was recognized by Administrator Donald Engen for his outstanding contribution to the "controlled impact demonstration" (CID) test that took place on the Mojave Desert December 1, 1984. McIntosh, acting as chairman of the crash-fire-rescue (CFR) group, prepared a written evaluation of the CFR actions that occurred during the post-impact that consumed the Boeing 720 test aircraft. He also produced and narrated a CFR videotape which provided useful information for the FAA Technical Center, Office of Aviation Safety and the Office of Airport Standards. The CFR tape has been used for civilian and military CFR training purposes. The Administrator's recognition was presented by Deputy Director Keith Potts, on December 9, 1985.

From left--Herman Bliss, Manager, Airports Division; Ernest McIntosh, Airport Certification/Safety Inspector; Deputy Director Keith Potts; and Ellsworth Chan, Supervisor, Airports Safety Section.

Photo by Russell Park

Phoenix Tower/ TRACON Awards

Congratulations to the following who recently received awards: Connie Nelson, Phoenix TRACON, Special Achievement Award for Special Service; Albert Cronin, Jr., Phoenix Tower, Special Achievement Award with Outstanding Rating; John Wishart, Phoenix TRACON, Special Achievement; Rita Maxwell, Phoenix Tower, a Quality Increase; and Carol McCormick, Phoenix TRACON, Quality Increase with Outstanding Rating.

FAA Employees Raise Money For Mission

As a result of a fund raising Christmas annual potluck luncheon, employees of Airway Facilities Sector in Lancaster were able to donate \$160 to the Living Water Mission in Lancaster. FAA employees Pat Hughes, Beverly Paralta, Bob Evanston and Ken Doty presented a check to mission director Gayla Donaldson.

Sherwood Rupp
4901 Clear Circle
Carmichael
Ca 95608



FAA Flight Service Station
Sacramento Executive Airport
Sacramento,
Ca 95822

A SUPER CHRISTMAS PRESENT TO THE FOLKS AT SACRAMENTO FSS

Wishing you

HAPPINESS THIS CHRISTMAS

and throughout

THE COMING YEAR

Thankyou so very much for all your service during the past year. You people are always so helpful to me when I call for briefings. Because of your aid I feel I have had much safes and comfortable flying. A "VFR only" pilot that appreciates the work you do for me.

Sincerely,
Sherwood Rupp

Red Bluff FSS People

Earn Special Achievement Awards

Three Air Traffic Control Specialists, Robert Brown, Thomas Williams and Chris Reid, at Red Bluff Flight Service Station recently earned Special Achievement Awards for Sustained Superior Performance.

Top right: Thomas Williams at the preflight position.

Below left: Robert Brown who is working the inflight position. (At Bob's right is Curt Johnson.)

Below right: Chris Reid at the inflight position.



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. 1300.

THE
FAA
TEAM...



it takes
EVERY LINK
to make
it work!

Seattle Socked In

At the height of the Christmas air travel rush this year, things were surprisingly quiet at Seattle-Tacoma International Airport. For the better part of nine days, Dec. 21 - 29, the airport was virtually closed by fog.

However, since the fog occasionally cleared, a full staff of controllers, technicians, and support personnel had to stand by and be ready to handle the backed-up traffic.

Tower manager Richard Lien said the tower handled an average of only 197 operations a day during the socked-in period and less than that on several days. For instance, on Dec. 21, only 59 operations were recorded at the airport that usually handles almost 700 operations a day.

Lien said, "Those of us in the tower managed to stay fairly busy, but the whole episode was really tough on passengers. We heard all kinds of horror stories like the elderly gent from Alaska who spent a week camped out at the airport trying to get on a continuing flight to Minneapolis."

Lien also reported that four days after Christmas, when the worst of the rush was over, the weather improved and the airport has stayed open since.

Are We on Track?

Interviews currently are being held throughout FAA to determine if the agency is on track in its human resource management efforts.

In Washington headquarters, for example, evaluation teams, consisting principally of division level managers, are conducting the interviews to determine the impact of action plans designed to improve the various shortcomings identified in the 1984 agency-wide

employee survey. The survey teams meet separately with groups of supervisors and non-supervisors in each office and then prepare a report which is discussed with the office director.

Similar evaluations are being conducted by regional and center teams. This "interim check" will enable FAA managers to further refine their action plans to achieve stated objectives.

Another agency-wide employee survey is scheduled for next summer and will provide a more comprehensive assessment of FAA's progress in human resource management.

Standardization Plan Queries Answered

The Office of Management Systems has now further explained the plan to standardize FAA's Automatic Data Processing (ADP) systems as promised by the Administrator when answering questions about the plan during his end-of-year talk Dec. 18

The most important directive concerning standardization of ADP systems is Order 1370.52B Information Resources Management Plan, AMS noted. This order spells out responsibility for the following: management of ADP systems; procurement of hardware and software services; procedures and documentation requirements for the management, development, and implementation of new systems; and procedures for controlling changes to data systems during their development and operation.

Those requiring additional information should contact an Information Resource Manager in their Regional/Center Office or in the appropriate associate administrator's offices at headquarters.

Palo Alto

Tower Grapevine

By Tim Nelson

Palo Alto Tower welcomes our new Air Traffic Manager, Hank Barbachano. Hank previously served as Area Supervisor at San Francisco Tower. He succeeds Velbert Monroe, who retired and returned to Kansas City.

Hank is not the only new controller we would like to welcome. Greetings are due to: Jan Trilo from Seattle Center, Dennis Slater from Bay TRACON, Dave Brooks from Aspen Air Traffic Control Tower, James Lott and Dave Borger from the FAA Academy. Congratulations to Dennis and Jan for their rapid completion of training and reaching Full Performance Level Status.

A job well done is in store for Steve Edwards on his receiving an Outstanding rating with a Quality Within-Grade. Along with Steve's award came a selection to Orange County ATCT. We all wish him the best down south. Wally Kerns was another of our star performers. He was awarded a Special Achievement cash award. Area Supervisor Rose Cusic was not to be outdone with her selection as Associate Federal Women's Program Manager for the San Francisco, Oakland and Bay Area.

In early October, Palo Alto Tower had the pleasure to co-host the Northern California Human Relations Committee Conference. We were ably assisted by San Carlos Tower. Thank you, San Carlos! The guest speakers included: Vince Joubert, Manager of the Organizational Effectiveness Branch, Human Resource Management Division, and psychologists James Boyers, Ph.D., and Mark Steinberg, Ph.D. The conference was held at the Naval Air Station, Moffett Field, Sunnyvale. All who attended enjoyed the fun and useful information supplied by the speakers. Special thanks to Wally Kerns, Mike Stock and Rose Cusic of Palo Alto Tower for a job well done on organizing the conference.

Last, but not least, there was 100 percent participation in this year's Combined Federal Campaign. A very good response for a very good cause.

Cards We Like To Receive



Merry Christmas
to
The evening shift LAX
Approach/Departure
Controllers

You are the Best!!
You care about the
little guys, too! We
really appreciate it.

Larry Lindgren
SKylane 5599K
(usually)

Airway Facilities Holds Wake



Top: Norman Miller, Manager, RBL AFSFO, "I was here when the Red Bluff Sector was born, and I'm here when it ceased to exist."

Middle: From left: Mark Walker, RBL AFS; Jimmy Johnson, ACV AFSFO; June Smith, RBL AFS; and Mrs Wm Turner. Right: Wm Turner, MGR, RBL AFS is presented memorial wreath by Harold Hotchkin, Manager RBL ARSR AFSFO. (Not Shown)

Bottom: Back row: Dick Anderson, CEC AFSFO; Audrey Campbell, RBL AFS; and Mark Walker, RBL AFS. Middle row: Mrs. Bob Jury, Bob Jury, ARSR AFSFO; Mrs. Harold Hotchkin; and Harold Hotchkin, RBL ARSR AFSFO.

M
o
r
e



On October 1, 1985, the Red Bluff Airway Facilities Sector consolidated with two other Sectors. The coastal portion consolidated with the Golden Gate AF Sector and the valley portion consolidated with the Sacramento AF Sector.

Prior to the demise of the Red Bluff AF Sector, its personnel got together at the Crystal Tavern in Red Bluff and had a "wake" to pay their last respects to its loved one. The photos tell it all.



Top: Poster by Tom Anthony, RBL Flight Service Station.

Middle: Back Row: Mr. and Mrs. Larry Orson, RBL AFSFO; and Gerald Goren, STS AFSFO. Front row: Mrs. Harold Hotchkin; Dwaine Shedd, RBL AFS; and Warren Moell, CEC ARSR AFSFO.

Bottom: In foreground is memorial wreath. Center: William Turner, last Red Bluff Sector Manager; left: Mrs. Turner; right: Ron Riberal, AMTS.





DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 146TH TACTICAL AIRLIFT WING (ANG)
8030 BALBOA BOULEVARD
VAN NUYS, CALIFORNIA 91406-1195

REPLY TO 146TAW/DO
ATTN OF:

15 December 1985

SUBJECT: Letter of Appreciation

TO: Tower Chief
Van Nuys Airport Tower

The 146 TAW would like to extend to the Van Nuys Tower staff our deepest appreciation for all of your hard work and outstanding special cooperation during the past year. Without your help the Wing would not have been able to complete its training program and special flying projects. Highlights for us were successful Operation Readiness Inspection, four Panama Rotations, two periods of MAFFS Fire Fighting and an overall "Excellent" during our just completed formal 22nd Air Force Standardization Evaluation. Van Nuys Tower was one of the main keys to the success of our operations.

Thank you, and the Very Best of Holidays to you all.

BYRON L SMITH
Col, CA ANG
Deputy Commander for Operations

Letters We Like To Receive



FAA Toastmasters

Club 3449

FAA Toastmasters Club 3449 meets at the Regional Headquarters on the first and third Tuesdays of each month. The members meet from 11:30 a.m. until 1 p.m. on the fourth floor, Rooms 4W3/4W7.

Guests and visitors are ALWAYS WELCOME.

AF Division Awards

The following Establishment Engineering Branch, AWP-450 employees received Special Achievement Awards: Gary Pettengill, Civil Engineer; Harry Moreau, Mechanical Engineer; Richard Terry, Electronics Technician; William Medina, Electronics Engineer; Carlos Carpio, Mechanical Engineer; Kent Freeman, Civil Engineer; and Woong Kim, Engineering Draftsman.

The following AWP-450 employees recently received Letters of Appreciation: Bill Henshaw and Nelson Gnrke from Stuart Hayter, AWP-510.1, while he was on detail in AWP-450; Tree Curtis from Bob Kivitt, FAA Toastmasters Club President, for her active participation in the Club; Bill Dial, Robert McClain, and Henry Sandstrom from Bob Vaughn, Manager, San Diego TRACON, for the construction of the radar training ETG laboratory; Dennis Howat, Joe Larson, Danny Kemp, and Dick Good from Norman Walters, Manager, Napa County Tower for their excellence in setting up the temporary tower at Napa Airport; John Noster from Wayne Newcomb, AWP-500, for his extra efforts in personal coordination with the members of the Air Traffic staff; and to David Lazo from Steve Rodriguez, Hispanic Employment Program Manager, for his assistance during the recent League of United Latin American Citizens Convention held in Anaheim.

Golden Gate AFS

Congratulations to the following who recently received Letters of Appreciation: David Vodden, Red Bluff Airway Facilities Sector Field Office, from Bill Turner, Red Bluff AFSFO, for the excellent training session on Environmental Sensors; to Varti Patton from Mel Haworth for the fine job in handling the Combined Federal Campaign; and to Bob Nelson and Environmental Support North Unit from Merrill Scott for the excellent effort demonstrated on the cable repair project between the San Jose Tower and Remote Transmitter Receiver.

Congratulations also to Rocky Riberal and George Kolby who received Quality Within-Grade Increase Awards and George Wong who received a Special Achievement Award based on his performance.



Richard Williams

Friends of Richard Williams will be saddened to learn of his death on December 31. Richard was Manager, Los Angeles Airway Facilities Sector. "We can all take warmth in Richard's courageous fight against cancer," said Alex Hammond, Manager Los Angeles Airway Facility. "He showed us what dignity is all about." He is survived by his wife, Mildred and three sons. Contributions may be made in Richard's name to the American Cancer Society.

Los Angeles Airway Facilities Sector Awards

Welcome aboard to Richard Varner, Fred Johnson, Al Kaulia, Sandra Hair and Micki Hines. The facility feels very lucky to have such fine people as part of the sector.

Congratulations to the following:
SPECIAL ACHIEVEMENT AWARDS

Robert Nemits

Keith Brown

RECOMMENDATION FOR QUALITY INCREASE

Roderick Hanson

LETTERS OF APPRECIATION

Louis Moore

Ken Tindall

Joe Barajas

Albert Kaulia

Thomas Suzuki

Steve Herbst

Michael Dowden

LETTERS OF COMMENDATION

James Hayes

Marion Messer

Raymond Simkin

Robert Nemits

Hans Willemse

CONGRATULATIONS TO ALL!



Mike Sapp, son of Rusty Sapp, Electronic Technician at Los Angeles Airway Facilities Sector recently was a contestant in a Sushi eating contest. Mike finished in first place as the Sushi eating champion of Hermosa Beach. Way to go Mike.

Controller Rescues Two Periled by Fumes

A vigilant controller in the MacArthur Airport Tower at Ronkonkoma, Long Island, helped save two lives Dec. 22 when she became suspicious over the length of time a Piper Cherokee pilot took to complete his run-up before take-off.

Theresa Tracy's wariness led her to call the airport's rescue unit which pulled from the plane the pilot and his wife, both of whom were overcome by carbon monoxide from an exhaust system leak. The couple was given oxygen, rushed to a nearby hospital, and released the next day.

"Long run-ups are not unusual during cold weather," explains Tracy, who was the area supervisor at the time of the incident. "We couldn't raise the plane on the radio after repeated attempts, but sometimes student pilots or others new to the airport get on the wrong frequency and we lose contact for a while. However, I just got this gut feeling something was wrong."

FAA Wins Landmark Case

The agency recently won an important airport security case in Federal District Court in Brooklyn, N.Y., involving a woman who carried a disassembled automatic pistol and ammunition into a secure area at JFK Airport.

The woman refused to pay the \$1,000 civil penalty, arguing that she had no knowledge of the firearm and that the gun was not "accessible" to her, as required by the regulation, since she had no tools to assemble it.

However, the court found that the regulation prohibiting carriage of firearms into an airport secure area subjects a violator to strict liability and that knowledge or intent is not a necessary element of the violation.

Aviation Education Information

JEPPESEN SANDERSON will sponsor a new ground event, the JEPPESEN SANDERSON PRE-FLIGHT PLANNING COMPETITION, and will offer a \$1,000 scholarship beginning with the 1986 NIFA SAFECON in Waco, Texas, in April. All NIFA member schools, whether or not they qualify for the National SAFECON during their respective regional events, are invited to designate up to two participants for this event, which will not be included as a part of the point totals used to determine either individual or national team champions.

The PRE-FLIGHT PLANNING COMPETITION will consist of a small number of detailed calculation problems; dealing with aircraft performance knowledge (with information supplied), navigation, and flight planning. Although there may appear to be some similarity to the SCAN event, Jeppesen Sanderson personnel have worked with NIFA and SCAN staff to assure that the events differ significantly.

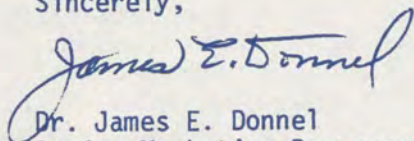
A set of "Practice Navigation Exercises" will be available after February 15 to all schools who request them. The Practice Exercises will be similar in scope and content to the problems and information for the final event at the National SAFECON. Students may use any computer they wish during the competition, and all official calculations and answers for both the Practice Navigation Exercises and for the JEPPESEN SANDERSON PRE-FLIGHT PLANNING COMPETITION will be calculated and verified by the Avstar Flight Computer. Winners will be determined on the basis of a) accuracy, and b) total time of computations.

The \$1,000 scholarship will go to the NIFA Chapter of the first place winner in the name of the person who placed first. The local chapter will then administer the scholarship. The individual who wins first place will receive a ProStar Electronic Flight Computer, and first, second, and third place winners will each receive a beautifully engraved metal and wood award.

For more information, rules, and for a set of Practice Exercises, please contact the Aviation Education Department, Jeppesen Sanderson, after February 15, 1986. This is a marvelous opportunity for every school and for every student who intends to seek a career in aviation. Plan now to participate.

Best of luck to each of you.

Sincerely,



Dr. James E. Donnel
Senior Marketing Representative
Education Training Systems

JED:sed

Editor's Note: In our continuing effort to further the cause of AVIATION EDUCATION in this region, we will periodically provide aviation education information for you and your families from other sources that come across our desk.



Tips to relieve stress

Stress is the pressure from outside which can make us feel tense inside. If allowed to build up, it can lead to physical ailments and emotional problems.

Some of the most common causes of stress in the workplace are low job satisfaction, job insecurity, poor match between a job and an employee's ability, conflicts with supervisors over role expectations, too little latitude in decision making, frequent changes in direction by a company experiencing rapid growth, constant work overloads and interpersonal conflicts.

To relieve stress on the job:

- Talk with your supervisor about your concerns. Companies can review the organizational structure; review organizational goals; review methods of operating; and examine the working and physi-

cal environment of employees.

- Give the other fellow a break. To cooperate, to see the other fellow's point of view, often removes a threat. So does giving in and admitting responsibility for a situation.
- Try relaxation-response therapy, meditation, or bio-feedback training. A program of nutrition and physical exercise can also improve stress tolerance.
- Take one problem at a time. Rank problem situations in priority order. Try to take action first on smaller problems.
- A philosophical attitude that "this too shall pass" can make temporary conditions more tolerable.

To live without challenge is to risk stagnation, the opposite of self-development. It is important to achieve balance—enough challenges to stimulate development but not so much you are overwhelmed.

Adapted from *Stress in Industry*

FAA Towers Track Santa

Santa Claus, wily enough to deliver millions of toys each Christmas without leaving a trace except for half-empty glasses of milk and scattered cookie crumbs, seems unable to escape the watchful radar eyes of FAA controllers.

In what has become a seasonal rite for the Chicago O'Hare and Philadelphia airport towers, controllers and supervisors at the facilities invited the local media to cover simulated "arrivals" of Old Saint Nick on their training room radarscopes. Alphanumeric tags were assigned to Santa's sleigh and reindeer and the target was highlighted by adjusting the scopes' light intensity settings.

At Chicago, the first tower to

stage these events, the staff played host to four TV crews and a local wire service on Dec. 20 with the film and copy held for Christmas Eve use.

At Philadelphia, the simulation was "live" on Christmas Eve as controllers tracked the well-stocked sleigh and its jolly driver from the Canadian border, providing regular updates and even coordinating with the North American Air Defense Command in mock radio transmissions.

Philadelphia Tower Manager Tom Hamill says the simulation "is an annual event that is looked forward to by the kids in this area. It's our contribution to the community's celebration of the Christmas season."