



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

Western-Pacific Intercom



THE MAUI TOWER TURTLES

Cover Story

Over a 54-mile winding seaside course, through rain-drenched terrain, climbing from sea level to 3,000 feet, then down again, the Maui Tower Turtles' six-man team averaged an eight-minute-mile pace in the 14th Annual Hana Relays.

The race began at six in the morning at Kanaha beach adjacent to the Kahului Airport. Randy Fujita, who inspired the controller participation, was first to carry the bamboo baton on leg one of 18. Each leg averaged between two and four miles long and was travelled by over 65 teams.

Tim Cripe ran the second leg for the Turtles. Tim also paced the final segment which ended above Hana Bay while his wife, two sons and teammates cheered him on. Even though he has since transferred to Boston Tower, Tim plans to return for the run next year.

Other team members included Jack Kerr, Randy Ching, Chris Ackerman and Captain Mark Scognamillo. George Ackerman, Area Supervisor at Maui Tower, drove the escort vehicle and provided moral support throughout the race.

Jack-Marathon-Kerr ran the three most difficult segments of the course. His last leg began at Wailua Lookout, climbed two point two miles before changing to rolling hills for another one point three miles. At 42 years old, Jack was the oldest Turtle, seasoned by eight marathons--four at Boston.

Randy Ching made up for his lack of running experience with sheer determination...and with refreshments for his teammates at the finish line. Randy has been selected for Honolulu Tower.

Mark Scognamillo was the only Turtle to run in an earlier Hana Relay. After running in 1982, he

took three years off to recuperate for the 1985 event.

George Ackerman enlisted his son Chris for the relay to complement Chris' participation in high school track.

Everyone involved enjoyed the scenery, the exercise and the camaraderie. Next year the Turtles hope to climb out of their shells and race the hares with another team from Maui Tower.

COVER PHOTOS:

Top left--Chris Ackerman begins one of his legs near Haiku.

Top right--Jack Kerr (left) running; Tim Cripe cheering.

Bottom left--Randy Ching (left) receives the baton from Mark Scognamillo.

Bottom right--Relaxing after the race: From left, Randy Ching, Mark Scognamillo, Randy Fujita, George Ackerman, Chris Ackerman, Jack Kerr and Tim Cripe holding his son, Brenton.



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Russell Park
Associate Editor

Morris Owens Retires



Morris Owens, Warehouseman in the Logistics Division was recently honored by a retirement luncheon. He had nearly 40 years of service with the federal government. His friends will be happy to know that he can still be found in the same location working for J.B. Industries, a civilian contractor. Pictures are:

top left, Morris and his wife, Willa, enjoying the luncheon; top right, Bob Moline, Acting Manager, Logistics Division, presenting the retirement certificate to Morris; bottom left, Sherri McKenzie, Mistress of Ceremonies, roasting Morris with his family looking on; bottom right, Morris' friends applauding Morris in his future endeavors.

The News In Brief

The Eastern Region has begun testing its toll-free Consumer Hotline. The hotline (800-FAA-Sure) is designed for citizens with complaints or questions about such matters as carry-on baggage, airport security, child safety seats, or FAA user services such as aircraft certifications and facility operations. Consumer hotlines already have been established in the southern and Great Lakes Regions.

The second quarterly meeting of the National Assn. of Air Traffic Specialists (NAATS)/FAA Flight Service Automation System Committee was held Jan. 15-16 in Washington. The joint committee was formed last fall

by NAATS and the agency to advise on the transition to automated flight service stations. The discussions at the meeting centered on the status of Model 1 commissionings and problems with the Integrated Communications Switching System (ICSS) equipment. Attention young males interested in government service: you can't work for Uncle Sam until you've registered with the Selective Service System. So states the Defense Authorization Act of 1986, which holds that to be eligible for government employment, male applicants born after Dec. 31, 1959 must have certification that they signed up for the draft.

February Designated Black History Month

By proclamation, the month of February is designated as Black History Month. It is a time set aside to recognize and reflect upon the many contributions that black Americans have made to the nation, a time to increase the awareness of all Americans to the fact that black men and women have played and are playing significant roles in virtually every important development in this country.

This year is particularly significant since the nation has just observed the first national holiday in recognition of a black person, Martin Luther King, Jr. Keeping this in mind, all FAAers are invited to participate in the the various programs planned.

Medical Insurance Rebates Vetoed By President

The bill which would have authorized health insurance carriers to give rebates, ranging from \$20 to \$400, to more than two million government workers and retirees has been vetoed by President Reagan and temporarily shelved. Although the President said he fully supported giving the refunds, he could not sign the legislation because it also would have increased government premium costs and, thus, conflicted with the budget cuts mandated by the Gramm-Rudman-Hollings law.

As approved by Congress in mid-December, the bill provided for an increase in the government's share of health premiums up to 100 percent. At present the government pays about 61 percent although it can legally pay up to 75 percent, depending on the insurance carrier and option chosen by the employee.

FY '87 Budget News Mixed

The good news in FAA's Fiscal Year 1987 budget submission is that "Operations" funding is up from previous years. On the other hand, major cuts are proposed for Research and Development (R&D), Facilities and Equipment (F&E) and the Airport Improvement Program (AIP).

The operations request, which includes Washington Headquarters, is \$2,799 billion as compared to a total of \$2,759 billion approved by the Congress for FY 1986. The FY 1986 level, in all probability, will be reduced to \$2,640 billion under the Gramm-Rudman Budget-balancing law. Approximately 70 percent of the operations budget goes to pay employee salaries.

The total number of full-time positions is projected to decline in FY 1987, dropping from the FY 1986 level of 47,831 to 47,045. However, the agency plans to hire an additional 500 air traffic controllers and 138 air carrier and general aviation safety inspectors.

Although R&D funding would drop in FY 1987 to \$134.5 million from the FY 1986 level of \$190 million (\$181.8 million after the Gramm-Rudman cuts), the agency will be

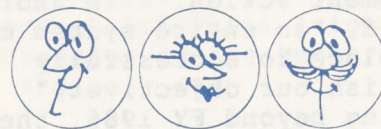
able to continue work on major programs such as the development of the Advanced Automation System, modernized communications systems and improved weather information systems.

A number of major contracts also are scheduled to be awarded during FY 1987, despite lower F&E funding levels. These include FSS modernization, the next generation of weather radar (NEXRAD), terminal Doppler and remote maintenance monitoring. The FY 1987 F&E level is \$825 million as compared to the FY 1986 figure of \$993 million (\$950 million after Gramm-Rudman). The largest single cut in the FAA FY 1987 budget would be in the AIP obligation limitation. It would drop to \$712.5 million from the FY 1986 figure of \$925 million (\$885.2 million after Gramm-Rudman).

However, the generally favorable budget figures do not necessarily mean that FAA is home free as far as FY 87 is concerned. First, Congress has to pass the budget. Furthermore, additional spending cuts could be ordered in late summer if the FY 87 budget deficit is projected to be higher than the \$144 billion allowed under the Gramm-Rudman law.

Gramm-Rudman Law Loses Court Test

The Gramm-Rudman-Hollings balanced budget law has failed its first court test. On Feb. 7, a Federal District Court three-judge panel in Washington, D.C., ruled unanimously that the automatic deficit reduction process in the law is unconstitutional because it vests executive power in the Comptroller General. A quick appeal directly to the Supreme Court is expected. The decision does not block implementation of the law while the case is on appeal.



Keep Up With Hotline

If you had called the FAA Personnel Hotline in the past month, you would know more about the status of such programs as:

- * new RIF rules
- * health benefit premium refunds
- * retirement system changes
- * flat rate per diem changes for travel.

To Keep current call: FTS 426-3934.

Agency Needs All FAAers Engen Tells Congress

Administrator Engen has told Congress that it will be "virtually impossible" to avoid furloughing FAA employees during the remainder of FY 1986 unless the agency gets authority to reprogram funds.

Testifying Feb. 3 before a Senate subcommittee, he pointed out that FAA already has taken a \$55 million cut in its FY 1986 operations fund, which is the money used to pay most employee salaries, and now faces an additional 4.3 percent reduction as a result of the Gramm-Rudman Law. Consequently, he said it will be difficult to avoid furloughs unless Congress gives DOT authority to make "some adjustments" in DOT appropriations.

The Administrator also cautioned against the idea that support and staff functions could be cut back without affecting the agency's overall safety mission. For example, he noted that it does little good for an aviation safety inspector to observe a regulatory violation if the agency lacks the support structure to take enforcement action. "In short," he added, "an entire system must be in place to successfully accomplish our objectives."

Looking beyond FY 1986, the Administrator said he could visualize no reasonable way in which FAA could absorb budget cuts in the 15 to 20 percent range without "serious deterioration of the current levels of safety services we provide." In this regard, he said he was pleased to report that the FAA's FY 1987 budget actually called for an increase in operations funding.

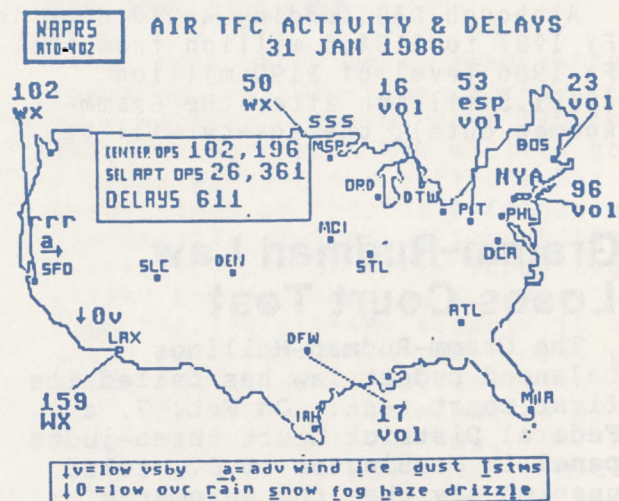


Budget Reductions May Affect Cash Awards

As part of the effort to meet budget reductions, the agency is considering a proposal to reduce award payments to individuals and groups by one-half. While the details of the proposal, which is expected to save about \$2 million this fiscal year, are being worked out, no new awards will be initiated. However, monetary awards are not being eliminated. The Office of Organizational Effectiveness is preparing procedures which are designed to encourage supervisors to recognize good performance while reducing the dollar amounts of cash awards.

National unions with exclusive recognition and selected employee groups will have a chance to react to specific proposals before the new guidelines are implemented.

AT Performance Charted



Computer graphic charts like this one now are being produced by the National Airspace System Analysis Staff, ATO-402, to aid in the morning briefings of top headquarters Air Traffic managers. Using a map of the U.S. and various symbols, the charts give those managing the flow of traffic a quick picture of total operations and delays, as well as where and why the delays occurred. The delays depicted on the map are restricted to those airports with ten or more delays. According to Jim O'Malley, who designed the charts with fellow staffer Debbie Hartman, "We now can present a great deal of information in a quick fashion by supplanting many written reports with these computer charts."

A luncheon was held recently at the Queen's Bay Hotel near the London Bridge in Lake Havasu City, Arizona, to honor the Western-Pacific Region's Flight Instructor of the Year - Joseph La Placa. Keith Potts, Deputy Director of the Western-Pacific Region, awarded Joe the Western-Pacific Region Flight Instructor of the Year plaque.

One of seven flight instructors so named across the country, La Placa was recognized for his interest in and promotion of aviation, emphasis on aviation safety, and quality of teaching. "I'm still in awe that I received such a high honor for something I just love to do. I've never considered it a job, but a joy," La Placa said.

Over 60 people attended the luncheon honoring La Placa, including FAA officials, local civic leaders, and his mother who traveled from New York.

November 13 was also "Joe La Placa Day" in Lake Havasu City, so said Mayor Jim Spezzano at the luncheon honoring Joe for this accomplishment.

La Placa's enthusiasm for aviation has generated public interest in flying in the Mohave County area, especially Lake Havasu City. He is also a very active FAA Accident Prevention Counselor and is designated to administer FAA flight and written test.

1985 Regional Flight Instructor Of The Year



Photo: Joe La Placa (left) receives the Western-Pacific Region Flight Instructor of the Year plaque from Keith Potts (right), Deputy director of the Western-Pacific Region.

A Performance Award For Stanley Stoll

Congratulations to Stanley Stoll, Area Supervisor at Reno Flight Service Station, who recently received a Quality Within-Grade Award for his performance during the period May 1985 to January 1986.

Any Reel-To-Reel Audio Tape Recorders Out There?

Los Angeles ARTCC has a definite need for reel-to-reel audio tape recorders. If any FAA facility in the Western-Pacific Region can spare recorders in good working condition, please contact Mickey Burns, Los Angeles Center, FTS 799-1207.

Hearing Scheduled On New Airport Policy

Public hearings on FAA's recently proposed policy on airport access and capacity are scheduled to be held in Washington headquarters on Feb. 20 & 21 and in Denver, Co. March 5 & 6.

The proposed policy relies on the concept of shared responsibility between FAA and local communities for the development of the airport and airway system. It requires that recipients of federal airport development grants ensure that ground facilities, such as terminals, can meet the airfield capacity and that the federal government retain the authority to determine the process for allocating runway slots. Another consideration underlines the importance of conducting noise compatibility studies before placing noise-based restrictions on airport use.

Want To Live In The Tropics?

Now that winter winds are blowing, does the thought of an exciting and challenging job in a tropical climate appeal to you? If you would like to work in an environment that has a year-round average temperature of 71 degrees, offers a varied universe of natural beauty from desert to mountains, to unexplored jungle to costal plains, we may have just the right job for you.

The Program Evaluation and International Staff of the Southern Region is currently searching for an individual to serve as an aviation advisor to the Director General of Civil Aviation in Caracas, Venezuela, the "City of Eternal Spring." Because of the nature of their programs, the Venezuelans require someone that has an electronic engineering background with an emphasis on radar. Since the position is an aviation advisor, the person should also have a sound working knowledge of all segments of the FAA.

For any additional information, contact Dick Carmel, FTS 246-7595.

1985 In Perspective

"Despite an increase in the number of fatalities in U.S. commercial aviation when compared to 1984, 1985 data show decreases in the total U.S. system accidents, a decrease in the number of fatal accidents and a decrease in the overall accident rate--from 7.34 per 100,000 hours flow in 1984 to 6.56 per 100,000 hour flown in 1985--and even a decrease in the fatal accident rate from 1.29 fatal accidents per 100,000 flight hours in 1984 to 1.20 fatal accidents per 100,000 flight hours last year." (Administrator's speech to Wings Club)

"Despite the unusual number of mishaps in 1985, air travel remains comparatively safe. The chances of perishing in an air accident last year were 1 in 600,000. That was up sharply from 1 in 3.7 million in 1984 but still compares favorably with other forms of travel. On a mile-for-mile basis, Americans are nearly 100 times as likely to die in car accidents as in plane crashes." (Time Magazine Jan 13, 1986)

"The scheduled airlines of the Western world have suffered 138 fatal accidents in the past 25 years while flying 135 million aircraft hours--a rate that works out to one accident for the industry for every 978,000 hours in the air." (Time, Jan 13)

"During 1985, the air traffic control system handled three percent more operations than it had in 1984, while reducing delays of fifteen minutes or more by 18 percent, and reducing operational errors by 26 percent." (Wings Club)

Although many of the 1985 accidents are still under investigation, there has not been a single accident attributed to air traffic controllers during the year.

Helicopter Simulator Approved

The first helicopter simulator to be certificated by the agency was commissioned on Jan. 7, at the Bell Helicopter plant in Hurst, Texas. The Flight Safety International, Inc. simulator for the Bell 222 helicopter was approved for training use by the Southern Region's National Simulator Evaluation Team.

Evaluations of the training device were conducted by the team with the help of pilots from the Southwest Region and Washington headquarters.

The simulator may be used to conduct most of the proficiency checks required for pilots engaged in commercial operations under Federal Aviation Regulations (FAR) Part 135. However, pilots may not be tested in the simulator on hover maneuvers required for a FAR Part 135 check.

Earlier helicopter training devices did not exhibit the flexibility and realism that was necessary for qualification as simulators, but now FAA inspectors believe this simulator will lead to the development of other such training devices.

Procedures Issued For Action Notices

New procedures for issuing Action Notices (AN) will extend the life of these notices from 6 to 12 months. The revised procedures will also enable division managers and above who are in charge of national programs to sign these notices.

Forms for issuing ANs also have been revised and currently are being distributed. The AN program will be monitored by the Office of Management Systems (AMS-420) until Dec. 2, 1987, to determine the effectiveness of this system.

For additional guidance, contact Diane Ables, FTS 426-8052.

New RIF Rules Set

RIF regulations, recently amended by the Office of Personnel Management (OPM), now give greater recognition to performance as a retention factor than previously was the case. Under the new system, employees get credit for each year of service and additional credit for outstanding ratings.

Other amendments made to the RIF rules include increasing the limits on "bumping or retreating" to a maximum of three grades or grade intervals. Previously it was two. Also, the competitive area is being reduced, which means that fewer employees could be in a position to be "bumped."

Crew Breakdown May Have Caused Reno Crash

A "breakdown" in crew coordination, following severe vibration, was the probable cause of the Galaxy Airlines Lockheed Electra fatal crash in Reno, Nev., Jan. 21, 1985, according to the National Transportation Safety Board (NTSB). Only three passengers of the 71 persons on board the charter flight survived the crash, and two of these later died of injuries.

The NTSB report determined that the aircraft had climbed only a few hundred feet before stalling and "pancaking" onto the ground. NTSB investigators also determined that the vibration that had apparently distracted the crew may have been caused by an open engine access door that should have been closed before takeoff.

Although it was not cited as part of the probable cause, NTSB cautioned FAA controllers about asking crewmembers for routine information at critical times in a flight.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 22D COMBAT SUPPORT GROUP (SAC)
MARCH AIR FORCE BASE, CA 92518

NOV 7 1985

REPLY TO
ATTN OF: OTM

25 Oct 85

SUBJECT: Letter of Appreciation

TO: Ontario F.S.S./L.A. Center (Supe A)

1. During the week of 17 - 22 Oct 85, March Base Operations was completely without the use of our Teletype System due to maintenance.
2. At March, the number of Flight Plans may range from 13 to 38 daily. During this particular week, two of our squadrons conducted their Training Day, which brought the total of Flight Plans, to be entered onto the system, to a number topping 50.
3. Throughout the entire week, Ontario F.S.S. and L.A. Center (Supe A) supported us in every aspect. These groups of people are to be commended for their tolerance and patience.
4. We, here at March Base Operations, wish to extend our appreciation to each and every individual at Ontario F.S.S. and L.A. Center a job well done.
5. Thank you!

RICHARD J. FRANZ JR., Major, USAF
Chief, Base Operations & Training Division

ENDORSEMENT

Please accept my thanks along with those of Major Franz for your efforts to make the system work under adverse conditions. It is this kind of attitude that contributes so much to an effective and efficient ATC system and which is appreciated by the users of our services.

Thanks again.

JACK M. MOORE
ATM, ONT FSS

cc: AWP-5
AWP-549.1

Letters We Like To Receive

Letters We Like To Receive



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(602)273-0123 85034

November 18, 1985

Mr. Thomas F. Blatz
Federal Aviation Administration
Flight Standards District Office
15041 North Airport Drive
Scottsdale, Arizona 85260

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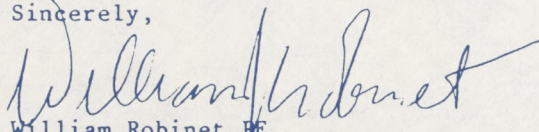
Dear Sir:

I just want to take this opportunity to tell you how honored and privileged I feel to be granted the IA Certificate. I have always held this rating in very high esteem. I can assure you that the trust the agency has bestowed upon me in granting this rating will not be taken lightly. I will treat this rating with the respect and diligence that I have given my licenses as a Professional Engineer in the three states that I'm registered.

I would also like to mention that I appreciate your friendliness and demeanor in your contact with me. It speaks highly of the agency. I am looking forward to your continued counsel in the exercise of my responsibilities as an IA.

Thank you again for your time and patience.

Sincerely,


William Robinet PE
President

WJR/kp

"One FAA" Revised

This third edition "One FAA" now is being distributed to office/service directors and regional directors for subsequent distribution to all employees.

New to the 1986 list of objectives is the establishment of a program to standardize, on an international basis, procedures and requirements to screen passengers boarding commercial aircraft.

The "One FAA" section describing Human Resource Management objectives also has been expanded. Objectives

to improve the FAA work culture now include establishing an employee assistance program to support drug and alcohol rehabilitation efforts for FAA employees, and completing the airway science program action.

Other 1986 objectives include implementing programs that cut administrative reaction time while improving the quality of service to the public. Also listed is that operational errors and average daily delays of 15 minutes or more are decreased by 10 percent from their 1985 levels.

"Peanuts" Pushes Aviation Education

Charlie Brown, Lucy, Snoopy and all the rest of the "Peanuts" gang have gotten involved this year in FAA's third annual Aviation Awareness Contest for students in grades 4 through 12.

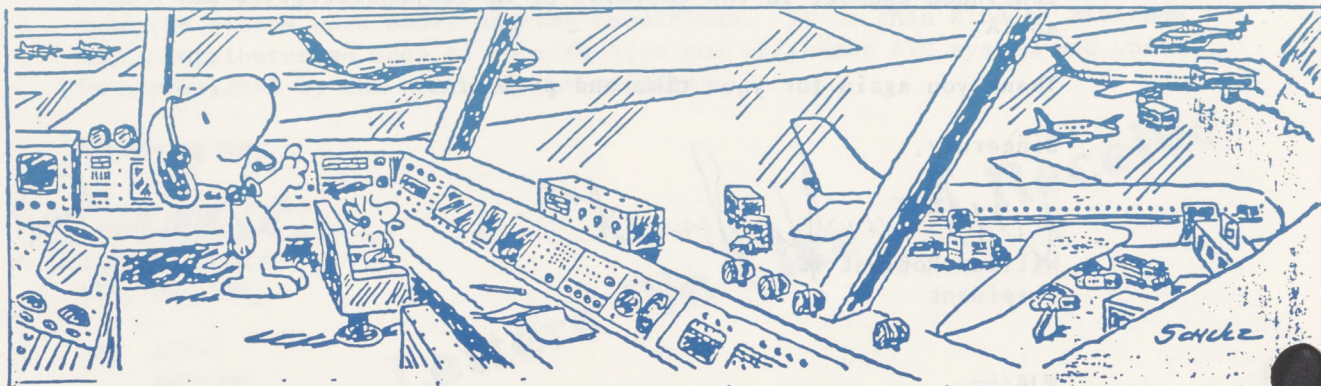
Thanks to the generosity of cartoonist Charles Schulz, who provided original drawings, the popular "Peanuts" characters are



being used to enliven mailing materials that have been sent to all school systems, announcing this year's contest and its theme, "Aviation in My Community."

Contest entries must be submitted by March 1 to have a shot at the state, regional and national prizes which will be donated by various aviation organizations. The three national winners will collect a total of \$3,000.

Snoopy and Woodstock Join FAA



Cartoonist Charles Schulz has contributed original drawings of Snoopy, Woodstock, and the rest of the "Peanuts" cast for use in this year's FAA Aviation Awareness Essay Contest