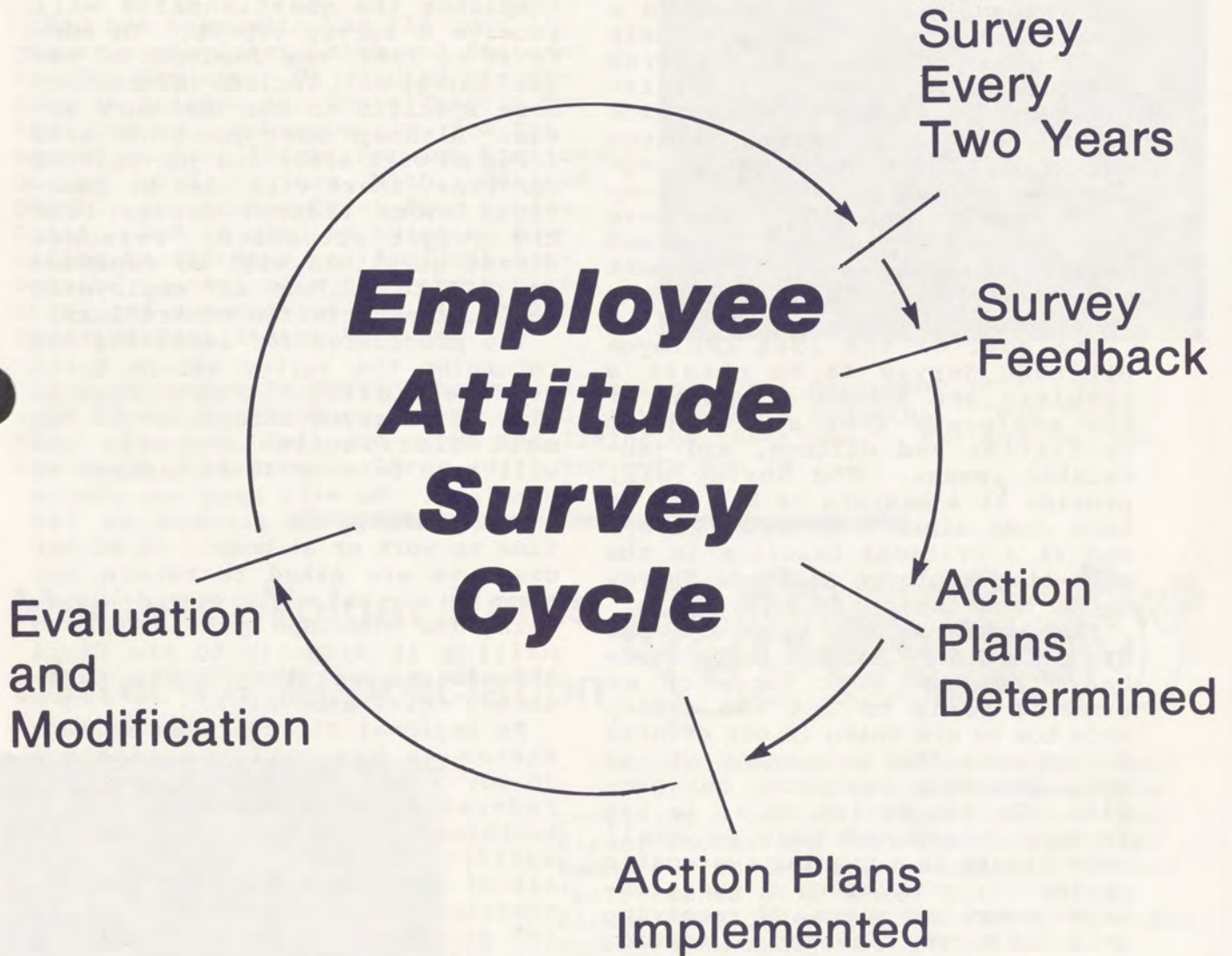




U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



# Cover Story

By **Martha Crommett, Ph.D.**  
Organizational Development Spec.  
Human Resource Management Div.

Around late May or early June, all FAA employees will be given a special opportunity to share their attitudes in the 1986 Employee Attitude Survey. Unlike organizations which forbid employee opinion polls, the FAA actively solicits our input. The opinions and perceptions we provide in the next survey will form an essential data base from which individual offices and facilities can develop and implement effective action plans for the future.

The goal of the 1986 Employee Attitude Survey is to obtain a complete and accurate reading of how employees feel about their facilities and offices, and job-related issues. The Survey will provide 1) a measure of how far we have come since the 1984 Survey, and 2) a critical baseline in the five-step Employee Attitude Survey Cycle (see cover).

FAA Administrator Donald Engen has determined that FAA needs feedback from the work force on an ongoing basis to let the agency know how we are doing in our efforts to improve the management of our most important resource, our people. To accomplish this, he has further determined that we shall participate in a regular systematic cycle: 1) completing a questionnaire every two years, 2) receiving detailed survey feedback, 3) setting accurate action plans, 4) implementing those action plans, 5) monitoring and revising those action programs so that all developmental and remedial actions are on target, and 6) completing another survey two years later, to renew cyclical

process. (In accordance with fair labor practices, all steps in the Employee Attitude Survey process need to be worked out with union representatives prior to implementation.)

Considerable care has been taken to make the survey feedback process (step 2) as meaningful to us as possible. Every facility or office with six or more employees that completes the questionnaire will receive a survey report. In contrast to 1984, the feedback of the 1986 Survey will include information more specific to our own work areas. Although most questions will focus on work areas and job-related concerns, there will also be questions about federal issues like the budget situation. Personal stress questions will be expanded in 1986 to include all employees, not just air traffic controllers.

The procedures for receiving and returning the survey assure total confidentiality. Questionnaires will be received through usual FAA mail distribution channels and will take between 30-45 minutes to complete. We will have our choice of completing the surveys on FAA time at work or at home. In either case, we are asked to return our completed survey by mid-June. Using the envelope provided, and mailing it directly to the Civil Aeromedical Institute (CAMI), guarantees total anonymity.

As Regional Director Mac McClure states in his Employee Attitude Survey video and audio tapes, the Federal Aviation Administration's technical excellence is acclaimed worldwide. Now is the time for all of us to recognize our **people** excellence by telling it "like it is" as we relate to each other in our offices and facilities.

The Western-Pacific Region has set a 75 percent participation goal for the 1986 Attitude Survey. Let's welcome the opportunity to be heard and complete our questionnaires with **pride**.

## Meet Rod Stahl FAA Coordinator Paso Robles/ Santa Barbara Area

Julius "Rod" Stahl has been named FAA Coordinator for the Santa Barbara/Paso Robles area. Along with his regular duties as Air Traffic Manager at Paso Robles Flight Service Station, Rod will serve as the local contact for FAA with the public and news media.

Rod has been with the FAA over 15 years in the Great Lakes and Western-Pacific Regions. He started his career at Chicago Air Route Traffic Control Center. Subsequently, Rod has served at four Flight Service Stations--Quincy, Ill.; Saginaw, Mich.; Oakland, Calif.; and presently at Paso Robles, Calif. Rod is also an Aviation Education Facilitator and Accident Prevention Counselor in the Paso Robles area, and a member of the Air Traffic Division Facilitator Program.

Rod and his wife Corrine have been married since September 1984. They each have five children, which could prove to be a houseful. "But luckily," says Rod, "all are grown and living on their own." Rod and Corrine also have five grandchildren, with one more due in July.



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## Marlene Wolgat Earns Letter Of Appreciation



Congratulations to Budget Analyst Marlene Wolgat of the Budget Division upon receiving a Letter of Appreciation from Airway Facilities Division Manager Alex Hammond. Marlene was recognized for her "performance as a leader for training Airway Facilities Administrative Officers and Program Analysts."

Marlene was congratulated by Regional Director Mac McClure for her diligence and ability to create an atmosphere of high support for AF in the Budget Division.

Photo: Marlene Wolgat receives a Letter of Appreciation from the Airway Facilities Division by Regional Director Mac McClure. Photo by Russ Park.



## The News In Brief

The Senate Finance Committee voted April 16 to protect the current tax recovery status enjoyed by federal annuitants in the period immediately after their retirement. The vote is an important, but by no means final, step towards retaining the recovery period for taxes paid on contributions made by employees. Under the law now on the books, federal workers receive pension benefits for up to three years before they are taxed. The next Congressional hurdle comes when Senate House conferees meet on the tax reform package.

The agency currently is guiding aviation leaders from 11 Asian nations on a tour of FAA and aviation industry facilities. This is the second in a series of safety seminars sponsored jointly by FAA and the U.S. Information Agency, called "Partnership in Air Safety." The traveling seminar, which began April 14 and will run through April 25, is making stops at FAA headquarters, the Aeronautical Center and ATC and industry sites in California.

DOT has announced it will hold a hearing to determine whether Texas Air Corporation's bid to buy Eastern Airlines should be approved. The oral hearing is scheduled to take place beginning May 27 before an administrative law judge. The Texas Air-Eastern transaction would, in effect, create the largest U.S. airline. According to the DOT hearing announcement, the acquisition "presents serious competitive issues, particularly with respect to service between Washington, New York and Boston."

## Aeroflot, Pan Am Resume U.S., Soviet Flights

Controllers at New York's JFK and Washington Dulles airports towers will be talking to Aeroflot pilots on a regular basis again, beginning April 27. That's when commercial air service between the U.S. and the Soviet Union is scheduled to resume. Under an agreement reached last year, Pan American World Airways will be allowed to make up to four round trips a week to Moscow and Leningrad with Aeroflot having the same rights for flights to Washington and New York.

## Engen Announces

### More Cuts

Congress may not approve FAA's FY 1986 supplemental budget request as anticipated. Therefore, Administrator Engen has imposed additional agency-wide spending constraints in such areas as hiring, travel, training, and procurements.

In an April 16 memorandum to all employees, Engen said, "I know that you are still concerned about the possibility of furloughs. I believe that our chances are still very good for avoiding a furlough, but again, we can not rule out the possibility."

Chances for early passage of the FY 86 supplemental that would compensate for the Gramm-Rudman cuts have been dimmed by its inclusion in a catch-all spending bill, and by a series of tactical and parliamentary maneuvers in the Congress.

Accordingly, Engen has imposed a "total freeze" on all vacancies except those in previously exempt categories and banned all paid overtime except for those employees working in jobs directly related to safety, security, and payroll processing. Travel also is being cut back further, most ingrade/downgrade change of station moves are canceled, and new automatic data processing contracts are prohibited.



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Director

Rafael Riera  
Copy Editor

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Public Affairs  
Officer/Editor

Please submit  
material for  
publication  
and photos, in

Elly Brekke  
Russell Park  
Assoc. Editors

black and  
white only,  
to AWP-5.

# MORE FRESNO AFS HAPPENINGS



During one of the recent quarterly "how-goes-it" (all hands) meetings at Fresno, Airway Facilities Sector Manager from Sacramento Bob Lamora had the pleasure of recognizing the performance of several individuals. Highlight of the festivities was the presentation of a Special Achievement Award to Paul Steinke, Environmental Support Technician, for his many contributions in the area of Second Generation VORTAC.

Two technicians from the Fresno Radar Airway Facilities Sector Field Office--Jim Bly and Tamio Karusuda--received Letters of Appreciation from Ben Nicholas, Acting Manager of Fresno Tower/TRACON. Sacramento AF Sector Manager Bob Lamora presented these letters.

And -- on a lighter note -- What do you do when you have about 300 old keys and don't know what to do with them? Well, Fresno Radar Airway Facilities Sector Field Office presented Fresno keys to the "key man" of the Sacramento Sector--Sector Manager Bob Lamora, of course.

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Top left: Paul Steinke, left, Fresno AFSFO Environmental Support Technician, receives his Special Achievement Award from Bob Lamora, Sacramento AFS Manager.

Top right: Bob Lamora, left, presents a Letter of Appreciation to Tamio Karusuda, Environmental Support Technician, Fresno Radar AFSFO.

Below left: Jim Bly, far right, receives a Letter of Appreciation from Bob Lamora.

Below right: Jay Jacobsen, left, Fresno Radar AFSFO Manager, admires Bob Lamora's necklace of "Fresno keys."



# Mac And Ock-Ju

## Visit

### Hawaii And Samoa



When Regional Director Mac McClure and Ock-Ju Noh, Human Resource Management Division Manager, visited FAA facilities on Honolulu and Samoa, they traveled over 10,000 miles visiting FAA employees and their facilities. Although it has been quite a while since this trip, here are a few highlights:

#### Left photos -- from top:

...From left--Mac McClure, Ock-Ju Noh, Electronic Technician (ET) Doug Pemberton and Maintenance Worker Frank Kuamoo (Molokai).



...Mac McClure talking with Kauai AT and AF personnel at the Kauai Tower. At Mac's left--Jennifer Nakazawa, ET; Susumu Fukutomi, Maint. Worker; Eldon Matasuura, Maint. Mech.; and Fred Nakamitsu, ET. On Mac's right is Rich Mathews, Lihue Tower Manager.



...Ock-Ju Noh and personnel from Maui AT and AF offices listen attentively as Mac addresses the group at the Maui Tower building.

...Some of the AF and AT personnel at the gathering on the Island of Molokai.



...A stopover at the Samoa office and an informal meeting with AT and AF personnel. Pictured from left, are: Smithy Lutu, ET; Curtis Behrens, ET; Wayne Newcomb, Air Traffic Division Manager; and Mac McClure.

A very special "thank-you" to John Gordon, Honolulu AF Sector Manager, for his time and effort in putting this package together for INTERCOM.



**Top row:** In left photo, Mac McClure presents Special Achievement Group Award to ETs Allen Yap and Paul Hironaka. At right is Maui R/A Sector Field Office Manager Dick Thatcher. In right photo, 30-year service pins to ET Tosh Takehara (left) and Maint. Mech. Clifford Miyashiro of Mt. Kaala SFO at Honolulu Tower.

**Next:** From left--35-year service pins to Maui N/C SFO employees Al Brown, Maint. Worker, and ETs Hoover Ancheta and James Suizu. At the right--Nobu Nakao, Manager, Maui Nav/Comm SFO, is presented with an Employee Resolution from his staff.

**Next:** From left--30-year career service award to John Giannakopoulos, Asst. Manager for Training, Honolulu AFS; Outstanding performance rating to Bill Agbayani, ET, Nav/Comm Relief; and "Kino" Miyashiro, TID-Comm, Technical Support Unit, receives an SAA from APM-1 for assisting in the implementation of ICSS at Miami and Pittsburgh.

**Bottom row:** From left--30-year career service pin to Rinzo Nakama, ET, Hilo R/A SFO; Mac McClure chats with George Nakano, Manager, Kona SFO; and, at right, Robert Luuwai, Relief ET, Training Unit, Hilo Tower, receives a 30-year service pin.

## 1985 NMAC Figures Out

FAA has released figures on 1985 reports of near midair collisions (NMAC), reflecting the first year-long tally based on the agency's new system designed to produce more complete and accurate data on near misses.

Centralized in Washington headquarters, the new reporting system sets deadlines for filing reports and completing investigations, and requires quarterly audits by regional offices. Also, for the first time, the 1985 figures include ATC operational errors and pilot deviations for which no NMAC reports were filed.

In 1985, the 777 NMACs included 758 from pilot or crewmember reports, 12 from ATC operational error reports and seven from pilot deviation reports. In 1984, FAA received 589 NMAC reports, all from pilots.

In addition to the 777 NMAC reports, there were 24 near collisions not classified as NMACs in which both aircraft were on the airport surface or one aircraft was on the ground and the other in the air. Operational errors accounted for 21 of these and pilot deviations for three.

In 1985, 205 of the 758 pilot reports involved an air carrier and a non-air carrier aircraft and 35 involved two air carrier airplanes. In 1984, the comparable reported air carrier incidents were 204 and 20.

## Three AFSS Families Due For Commission

Three Flight Service Automated Systems (FSAS) "families" are being commissioned in late April. The first, on April 20, consists of the Leesburg, VA, and Macon, GA, Automated Flight Service Stations (AFSS), and the Washington Air Route Traffic Control Center, which houses the central data processing system. On April 30 the Salt Lake City center "family" is scheduled to be commissioned, linking the Prescott, AZ, Denver, CO, and Reno, NV, AFSSs to the center. The Indianapolis center "family," with the Green Bay, WI, and Terre Haute, IN, AFSSs, also is expected to go operational on April 30.

The new automated systems are designed to improve the efficiency of FSS specialists. Among other things, they will be able to enter flight plans directly into the system from their consoles and provide more detailed route-oriented weather briefings.

The FSAS contractor, E-Systems of Garland, TX, now has completed equipment deliveries to nine FSAS families involving 24 FSSs. Deliveries to all 13 projected families are scheduled to be completed by Dec. 1986.

## Blue Cross/Blue Shield Refunds

Any employee or retiree who has been enrolled in the Blue Cross/Blue Shield Government Wide Service Benefit Plan since May 1, 1985, is eligible for a refund. If you have not received a refund or an application for a refund, you can obtain an application from the Employee/Labor Relations Branch,

AWP-16. Upon completion of the application, mail to Blue Cross/Blue Shield Government Wide Service Benefit Plan, P.O. Box 37231, Washington, D.C. 20013.

If you do not receive a check within four to six weeks after mailing the application, you may call toll free to inquire at 800/253-0123.



## Spirit Of Oakland FSDO People Lives On

While we will admit that it has been quite awhile since Christmas, the holiday spirit of the Oakland Flight Standards District Office will long be remembered by an Oakland family of seven.

FAAers "adopted" this family and donated \$168 to fill a gift basket. A local food store chain provided a substantial discount on food items, adding spirit to this help project. Further help was obtained from a church which added a large number of toys.

As the special day drew closer, Oakland FSDO was a flurry of activity, wrapping and delivering the gifts. Knowing that they had helped someone outside of their families made the celebration of that holiday season one to remember.

Assisting in the preparation and delivery of the gifts were: Dottie Donahower, Harold Oliver, Harold Camden, Jim Arthur, Don Ogden, Jack Hocker, Michael Garrett, and Office Manager Dick Merriman. Project Coordinators Jack Hocker and Michael Garrett want to thank all of the Oakland FSDO folks for their efforts.

**Top:** Jim Arthur supervises Mike Garrett and Jack Hocker as they wrap holiday gifts for the needy Oakland family of seven.

**Middle:** Jim Arthur and Angie Emerson display some of the food items included in the holiday gift basket.

**Below:** From left--Jack Hocker, Don Ogden and Mike Garrett wrap gifts to be included with the groceries in the background.



# Letters We Like To Receive



February 16, 1986

Mr. Wayne Bair, Manager  
Manager, WP FSDO 03  
Federal Aviation Administration  
531 Mitter Road, Suite 105  
Burlingame, CA 94010

Federal Aviation Administration  
Airport Traffic Control Tower  
Sonoma County Airport  
Airport Blvd.  
Santa Rosa, California 95401

March 11, 1986

Dear Mr. Bair:

On Thursday, February 13, Mr. Robert J. Palmer from your office gave a superb one hour lecture on the operations of an FAA Aviation Inspector. The class is called "Human Factors in the Aviation Environment", Biology 141. It is made up of 23 student pilots for the Aeronautics Department, one graduate physiologist, and a graduate aviation student.

Mr. Palmer's presentation was complete and most informative. Ever after 32 years in aviation as a military and airline pilot, I learned a great deal of very useful information. My colleague and co-director of the course, Dr. Dan Holley, a Chronophysicologist, who knows comparatively little about the "legalities" of aviation was most impressed by the presentation and the information.

Our course will be ongoing and I would very much like to include Mr. Palmer as a regular instructor. The course is presented only in the Spring Semester and Mr. Palmer will be requested to provide his services for only one evening. The University will pay him an honorarium to cover his expenses.

I've enclosed a course curriculum to give you a better understanding of the material and instructors. My goal in designing the course was and is to give students who desire to work in the aviation industry exposure to "real" people who make the industry run. The FAA plays an obvious vital role. Further, rather than have new pilots think of it as a "black cloud" whose job is merely punishment, I want them to be aware of its most important function in safety. Bob Palmer did a superb job, as I said, in presenting that view. He will be a most important member of my teaching staff.

Most sincerely,

Captain William J. Price  
Course Director, Biology 141

Military Aircraft Preservation Society  
5550 Windsor Road, Windsor, Ca 95492  
tel 707 528 2650 or 546 4345

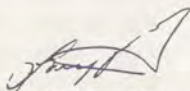
JANUARY 7, 1986

SANTA ROSA TOWER CHIEF,

THE "BIG IRON" PEOPLE WOULD LIKE TO PRESENT A LETTER OF APPRECIATION TO TWO MEMBERS OF YOUR STAFF FOR AN EXCEPTIONAL JOB ON NEW YEARS DAY, 1986.

WE FLEW MOST OF OUR WARETDS FOR THE TRADITIONAL NEW YEARS DAY FLIGHT AND PHOTO SESSION. THERE WERE NUMEROUS PLANES FLYING IN THE AFTERNOON AFTER THE FOG BURNT OFF. WITHOUT THEIR HELP, THE FORMATION WOULD NOT HAVE BEEN ABLE TO COMPLETE THE FLYING. WE WERE EXPEDITIOUSLY HANDLED ON OUR TAKE-OFF AND THE SAME FOR OUR ARRIVALS, SEQUENCING AND LANDINGS BY THE TRULY PROFESSIONAL TEAM OF HOWARD SNOOK AND ERIC MERCER.

AGAIN, THANKS AND HAPPY NEW YEAR!!!

  
LARRY RENGSTORF  
FORMATION COORDINATOR  
AND CHIEF PHOTOGRAPHER

Dear Air Traffic Manager and Staff;

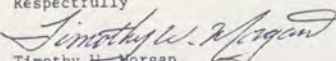
Helipad Aviation, Inc. had the privilege of working with your crew during the recent flood in Sonoma County, February 17 thru 20. We would like to express our gratitude and admiration in regards to the helicopter traffic at that time.

During the flood the weather minimums were at the marginal level between VFR and IFR conditions. Your crew expidited special VFR clearances without delay, therefore expiditing our trips to and from Guerneville, along with the Sheriffs' helicopter.

Considering the amount of air traffic, the extreme weather conditions throughout the day and into the night, we were able to operate our helicopters without incident due to the professional manner in which you all performed.

If there is an award given by the Federal Aviation Administration for an outstanding team effort during a disaster, such as the flood, we would like to recommend you to that list.

Respectfully

  
Timothy W. Morgan  
Helicopter Pilot N58265

**Editor's Note:** Air Traffic Manager George Feick, in a letter praising Controllers Ron Brust, Renette Gallo, Eric Mercer, Anna Rucker and Howard Snook, stated, in part: "your professionalism and dedication to duty, and ability to adjust during rapidly changing conditions most certainly contributed to the overall success and safety of the air lift. Thank you for a job well done."

cc: HAI, FAA/Oakland, FAA/Washington, D.C., Senator Pete Wilson  
TM/wr

TIMOTHY W. MORGAN  
President  
P.O. Box

**Fitness Management Associates**  
1253 7TH ST., SUITE 204, SANTA MONICA, CA 90401

18 February, 1986

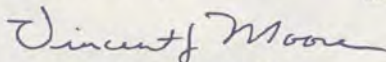
Supervisor  
Flight Service Station  
Santa Barbara municipal airport  
1503 Cecil Cook pl.  
Goleta, CA 93117

Supervisor in charge,  
Just taking a minute to recognize the display of patience and sincerity of the staff (I believe they were Todd, Stewart, and Phil) at the Santa Barbara Flight Service Station on Sunday, 2 February. These professionals were not only eager to assist, but went above the call of duty in an effort to educate me further as to the services offered to pilots. Special thanks to Todd for his FSS tour and his gratuitous display with expired weather charts. Their additional effort has contributed to the molding of a safer pilot for our crowded skies.

Keep up the exemplary work,

**Editor's Note:** Specialists involved were Stuart Washington, Philip Krigel and Todd Smith. Hats off for a job well done!

Vincent Moore, President



cc: Supervisor, SBA FSS  
Homer CH McClure

Letters We Like To Receive

17 MARCH 1986

**More  
Letters We Like To Receive**

2555 S. Eldorado  
Mesa, AZ 85202

March 4, 1985

DENNIS J. MYERS, AIR TRAFFIC MANAGER  
FAA PHOENIX/LITCHFIELD ATCT  
P. O. Box 1240, BUILDING 9  
GOODYEAR, ARIZONA 85338

DENNIS,

On Wednesday, 12 March 1986, three (3) of our Instructor Pilots Young, Burris and Vaudreuil in Beech Barons PS 15, 20 and 26 were caught out as a heavy squall line rapidly approached Phoenix Litchfield Airport.

Even though the Control Tower was officially closed for the day at 2000 hours, your controller issued advisories continuously from 2000 through 2020 hours and until all aircraft were safely on the ground.

The weather that night at that time was Heavy Rain with winds 350° 25 knots gusts to 35 knots.

Please convey my appreciation to your controller who voluntarily and unselfishly extended his work day. His advisories were most helpful and instrumental in making the best of a bad and dangerous situation.

**Editor's Note:** The Litchfield Controllers involved were Joe Reenan and Gary Dahl (developmental). Hats off to both for a job well done!

*Will*  
WILL J. ENNIS, CHIEF PILOT  
PSA/AIRLINE TRAINING CENTER  
PHX/LIT - GOODYEAR, ARIZONA



**ALL NIPPON AIRWAYS**  
1-676 HANEDA-KUJO OTA-KU, TOKYO 144, JAPAN

Mar 4, 1986

1	FL	R
2	DT	G
3	W	M
4	J	C
5		
6		
7		

Mr. Dennis J. Lewis  
Manager  
San Francisco Int'l Airport ATCT  
Room 603, Airport Branch  
San Francisco, CA

Dear Mr. Lewis:

On behalf of Flight Operations, All Nippon Airways, I wholeheartedly appreciate your involvement in giving the ANA mission a very resourceful addition to one of my staff members, Nobuhisa Tanaka, based on how you have stepped out of your way to help him complete his assignments.

As you already know, All Nippon Airways is planning to inaugurate its first flight to the U.S. mainland in July and people like you bring news which certainly encourage us doing business in U.S.A.

Upon closing, I thank you again for what you have shown him during his stay here.

Faithfully yours,

Zenshiro Monma  
General Manager  
Operation Standards &  
Flight Regulations Department

*Zenshiro Monma*

ZM/nt

Chief, Las Vegas TRACON  
FAA  
McCarran International Control Tower  
Las Vegas, NV 89101

Dear Sir:

I want to express my profound thanks for the exemplary manner in which your facility handled the situation regarding my recent emergency forced landing on the uncompleted east leg of the freeway.

A detailed maintenance inspection found entrapped water in the carburetor bowl, causing the engine's loss of power. Mechanical defect reports have been issued on that particular carburetor assembly.

In Addition, an FAA Incident Report was completed and submitted.

Mr. Greg Carlson, the Air Traffic Controller handling my flight earned my immediate respect with his superb reaction and overall performance. He is certainly to be commended for his professionalism and efficiency. As a former Air Force fighter pilot, I can recognize a person's ability to react quickly and decisively. I know I had an excellent controller when I reported engine trouble and stated, "Stand by". Greg immediately responded with "Roger, standing by", realizing I had my hands full. What followed in the next three minutes till touchdown was a rapid-fire exchange of information between myself, Mr. Carlson, and the pilot of Action 4, who offered any possible assistance. I am appreciative to the other pilots on freq who remained quiet to give us a clear channel.

I subsequently became acquainted with Greg, and recognize him to be an individual who enjoys his job, and is definitely an outstanding controller.

**Editor's Note:** Air Traffic Manager Bill Maloney adds that "We are justifiably proud of Greg Carlson in that he demonstrated the professionalism that the users have come to expect from Las Vegas Tower".

Sincerely,

*Thomas S. Braswell*  
Thomas S. Braswell

*Frank M. Schiavone*  
Construction Inc.

Robert Vaughn, A.T.M.  
A.T.C. Facility  
N.A.S. Miramar  
San Diego, CA

March 24, 1986

Subject: Near miss

Dear Mr. Vaughn:

I am writing this letter to call your attention to the excellent performance of one of your Air Traffic Controllers.

On March 21, 1986 I was V.F.R. from Riverside to Lindburg Field. I had been cleared to fly direct to the Mission Bay V.O.R. by San Diego approach. At approximately 2:45 pm. I was at 3500' M.S.L. just south of Del Mar, when I received a transmission I hope I never hear again. "Traffic Alert. Traffic Alert, for 8309L, suggest you turn to 090. immediately!!!"

Mr. Tim Rominger issued this warning to me in a very clear, precise, and professional manner. It was given without excitement nor panic in his voice enabling me to react accordingly.

With all of the negative media crap about our over crowded skies, under trained and overworked Air Traffic Controllers, I thought it might be refreshing to hear from someone who appreciates the job you're doing.

Many thanks again and "at-a-boy Tim" for a job well done!

Respectfully,  
*Frank M. Schiavone*  
Frank M. Schiavone

## GASA Inspections Yield Many Recommendations

The recently-completed General Aviation Safety Audit (GASA) produced 27 safety recommendations, 13 of which already have been implemented, including a stepped-up inspection program.

As a result of GASA recommendations, FAA guidelines now call for at least one inspection per year for the following three categories of general aviation operators: (1) Part 125 operators such as travel clubs, contract cargo carriers and corporate executive fleets; (2) certificated repair stations; and (3) on-demand air taxis.

Inspections already have begun on more than 3,000 air taxi operators that were not covered during GASA. The quick action on this recommendation results from the fact that many of the significant unsatisfactory GASA findings came in the review of 843 randomly selected air taxi operators. In addition, the GASA findings have resulted in the implementation of air taxi training programs, more stringent flight and duty time recordkeeping and better maintenance records.

FAA also has stepped up inspections of repair stations that perform complex aircraft modifications because of deficiencies found during the audit. Maintenance and training programs also are receiving increased attention under the new inspection guidelines.

During GASA, which began in August 1984 and ran for 18 months, the agency checked 6,859 operators, air agencies, airmen and aircraft. More than 800 FAA inspectors from 83 field offices were involved and spent over 26,000 hours on inspection activities.



## More ARSAs Established

Airport Radar Service Areas (ARSAs) are scheduled to be established at six more airports on May 8, bringing the total to 54.

ARSAs are designed to enhance safety by requiring all pilots in the area of coverage to be in contact with the governing air traffic control facility, thus eliminating the mix of known and unknown traffic. A typical ARSA is a two-tiered block of airspace that extends upward 4,000 feet with a radius of approximately 10 miles at the top.

The six new ARSA locations are Adams Field, Little Rock, AR; General Mitchell Field, Milwaukee, WI; Greater Buffalo Airport, NY; Memphis International Airport, TN; Michiana Regional Airport, South Bend, IN; and Salt Lake City International Airport, UT.



### Art Herbert

Friends of Art Herbert will be saddened to learn of his death on April 17, at age 82.

Art was an engineer in the Regional Maintenance Branch before retiring from the FAA in the early 1960's.

Condolences may be sent to Mrs. Claire Herbert, 17312 Walnut Street, Yorba Linda, Calif., 92686.

## Hats Off -- AF

It may be history by now -- but nevertheless it was a super accomplishment. We are talking about the fact that the Ontario TRACON Airway Facilities Sector Field Office was the national test site for the ARTS-III A operations program -- and last fall, this program was completed after more than two and a half years of effort.

Howard Elder, Ontario's ARTS-III A Systems Performance Specialist, was responsible for keeping the ARTS-III A system operational during this period. With the assistance of Steve Barnes, Henry Chacone, John Miller, Joe Starr, Joe Covington and Rick Bischoff, it was quite an experience. The continued communication with the Technical Center, Del Rupp of AWP-466 and Joe Metcalfe of AWP-422 was outstanding during the testing period.

October 3, 1985 was the big day when the ARTS-III A was reconfigured to normal operation. All went well after relocation of all the cables. This involved 15,000 connections! After completion, the equipment and cables were shipped to Burbank TRACON and Miramar TRACON for use during their ARTS-III A configuration and testing.

For their participation in the project, Richard Bischoff and Henry Chacone received Letters of Appreciation, and Weldon Barnes and Howard Elder received Letters of Commendation.

**Top photo:** Don Lugo, Manager, Ontario AFSFO, who coordinated and directed the first ARTS-III A installation utilizing the A302 operational program.

**Middle:** From left--Howard Elder, Systems Performance Specialist, and ARTS-III A Technicians Henry Chacone and Steve Barnes.

**Below:** From left--Rick Bischoff, Electronic Technician; and ARTS-III A Technicians Joe Starr and John Miller. Camera shy was Joe Covington, another ARTS-III A Technician.



## Outstanding Counselor Of The Year



Gary Nagy (right) proudly displays the Outstanding Accident Prevention Counselor Award received from General Aviation Manufacturers Association after nomination by Paul Stebelton, FAA Accident Prevention Specialist at the Long Beach FSDO.

Gary holds an airline transport pilot rating, is a certified flight instructor and has been an FAA volunteer counselor for the past six years. He is also an avid supporter of the FAA's Pilot Proficiency Program and an active member of the U.S. Air Force Auxiliary (Civil Air Patrol).

## Maintenance Operations

### Branch Awards



The Regional Maintenance Operations Branch announces that presentations of Letters of Appreciation were recently made to the following Airway Facilities folks:

John Crain, AWP-462, from Regional Director Mac McClure, upon his nomination for the Annual Equal Employment Opportunity Award. The nomination in itself is an honor, and John has done an outstanding job in furthering the Airway Facilities Division's efforts regarding minorities and women.

Vince Dulski, Facility Maintenance Party Road Crew, from the Manager of Tonopah Airway Facilities Sector Field Office, for his aid in repairing a VORTAC facility during adverse weather conditions. Vince also received a letter from AWP-463 for his work in taking panoramic photographs for the proposed relocated Santa Ana VOR site.

Mike Kulanek and Dick Schmeltzer, AWP-464, for providing site photos of the Santa Ana VOR facility.

Bob Anderson, Sacramento Maintenance Crew and Garry Taylor, Sacramento Road Crew, for their work at the Reno Localizer site.

Congratulations, and keep up the good work!

## SAN PEDRO LONG RANGE RADAR PEOPLE

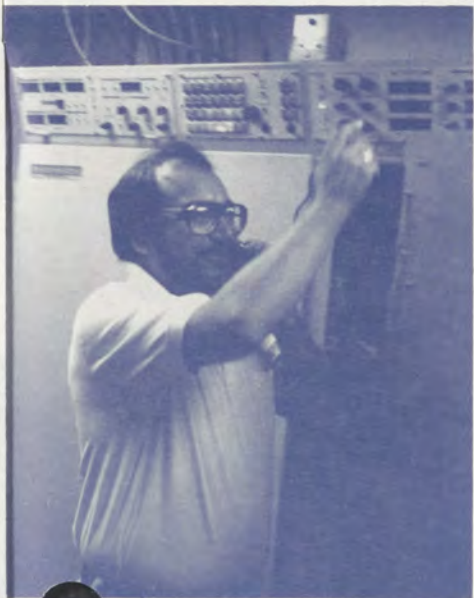
Personnel at the San Pedro Long Range Radar site were recently honored with special visitors from the San Diego Airway Facilities Sector Office. Visiting the facility were Assistant Sector Manager Hank Harris, Administrative Officer Betty Sears and Clerical Assistant Fran Draper.

During the visit, San Pedro Manager Alvin Groner was honored with the presentation of his 30-year career service tie bar, and Raymond Amaro was recognized and presented with an Outstanding Award based on performance. Other staff present were Hawthorne Morris and Lee Wangerin.

**Top photo:** Raymond Amaro working on equipment.

**Middle:** Alvin Groner (left) is congratulated by Hank Harris on his 30-year career milestone.

**Below:** In left photo, Hawthorne Morris does some fine tuning while Al Groner looks on. While, in the right photo, Raymond Amaro receives his Outstanding Award.



# RELOCATIONS UPDATE



On October 1, 1985, a relocation service contract, naming ChemExec Relocations Systems, was implemented by the Department of Transportation (DOT). The purpose of the program is to help relieve the many anxieties often experienced when relocating by providing service options such as Guaranteed Homesale, Marketing Assistance, Property Management, and Homefinding/Mortgage Counseling. There is no charge to the employee for any of these services.

The Relocations Coordinator advises there are many repeatedly-asked questions. Following are some of these, with appropriate answers. More Questions and Answers will appear in subsequent issues of INTERCOM.

## Question #1:

Are duplex dwellings covered under the relocation services contract?

## Answer:

Duplexes as well as all multifamily dwellings are covered on a prorata basis when one of the units was used by the employee as his/her family dwelling. Normally in a transaction involving a duplex, the employee would be entitled to a reimbursement for 50 percent of the real estate expense under the Federal Travel Regulations (FTR). The same rule applies when an employee chooses to use the relocation services contract. When the employee accepts the offer of the relocation services contract, the contractor bills the FAA 50 percent of the contract fee for purchasing the property; the remaining 50 percent is deducted from the employee's equity. If the equity is insufficient, the employee is billed by the contractor at the contract rate.



## Question #2:

Are employees moving outside the 48 contiguous states (foreign area) covered by the relocation contract?

## Answer:

They are not covered. The general conditions and eligibility were issued by the General Services Administration in Bulletin FDMR A-40, Supplement 11 and the FTR, which excluded from coverage employees assigned or transferred to or from post of duty in a foreign area. Employees serving in the District of Columbia, Alaska, Hawaii, and territories and possessions of the United States are covered under the contract.

A bill which would have covered employees assigned or transferred to or from post of duty in foreign areas was introduced to Congress last year, however, it died in the committee hearing.

## Question #3:

Am I still eligible to use ChemExec's Guaranteed Homesale after one to three years of using their Property Management option?

## Answer:

Yes, you may use the Guaranteed Homesale service, provided the homesale process (appraisals, offer, and acceptance of offer) is completed prior to the expiration of your three-year eligibility period. Any fees paid to ChemExec by the DOT for Rental Property Management will be deducted from you equity when it is paid through the homesale service, or from your reimbursement if you sell it on your own.