



U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Intercom



THANKSGIVING is...

Thankfulness

Harvest

Apples

Nuts

Kindness

Sincerity

Giving

Inspiration

Visiting

Inlaws

Nature

Good Food





Cover Story

"Our rural ancestors with little
blest,
Patient of labor when the end was
rest,
Indulged the day that housed their
annual grain,
With feasts and offerings, and a
thankful strain."

--Alexander Pope

Americans have progressed by leaps
and bounds since the days when Pil-
grims relied heavily on the annual
grain yield to prepare them for the
long, harsh winters ahead. Yet,
these plain and simple people were
thankful for the meager existence to
which they were accustomed.

We in the FAA family have much to
be thankful for. We have our ca-
reers; we have each other; and we are
doing our part to serve by striving
to ensure continued aviation safety
for all those who fly in these United
States.

As we celebrate November 27 as a day
of feasting, relaxation and celebration,
let us remember the advancement of Amer-
ica over the years and be thankful for
our abundant blessings.



Western-Pacific

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From the Director . . .

From the Director . . .

Once again, the holiday season opens its doors with the celebration of Thanksgiving Day, November 27. At this time of year, we in the FAA often reflect on the many blessings bestowed upon us throughout the seasons, and we look forward to new challenges ahead.

I would like to take time out on this special holiday to thank each and every one in the Western-Pacific Region family for the hard work and faithfulness exhibited during this past year. The challenges we have faced have been many, but thanks to industrious people such as you, the FAA continues to be the world model in aviation safety.

Best wishes for a very Happy Thanksgiving to you and your loved ones.



Sincerely,

Handwritten signature of H. C. McClure in cursive script.

H. C. McClure
Director

November

The News In Brief

* Administrator Engen takes a very cautious view on industry and Congressional proposals to reorganize the FAA. Speaking to the AOPA on Nov. 1, he said: "let me assure you that I'm also looking for ways to do things better, but proposals to reorganize the FAA require a great deal of serious thought. Let me remind you that such policy thinking must include the tangible advantages of current arrangements, and give them much greater weight than the benefits claimed for any untried proposal, no matter how appealing the seemingly new idea is at first."

* Flight safety in the nation's flying-est state improved significantly in FY 1986 with total accidents down by 7.5 percent and an even larger decline in the number of fatalities. In the 12-month period ending Sept. 30, Alaska had 196 total accidents, compared with 212 in FY 1985. Fatalities, meanwhile, dropped by 41 percent in air taxi operations and by 27 percent in the rest of general aviation.

* A new Gallup poll on airline travel shows that more people now fly for pleasure and other personal reasons than for business. The breakout was 54 percent for pleasure and 46 percent for business. Conducted by the Gallup Organization for the Air Transport Association, the survey also shows 72 percent of all adult Americans have now flown on airplane sometime during their lives and 31 percent during the past year, averaging 3.2 round trips each.



Engen Backs Satellites

The long-range future of air traffic control can be pretty much summed up in one word, according to FAA Administrator Donald Engen. That word is "satellites."

In a Nov. 6 speech to the Air Traffic Control Association, Engen called satellites the "eyes and ears of the future system." He noted that many corporations and governments are pursuing satellite development for ATC communications, navigation and surveillance purposes. Moreover, the International Civil Aviation Organization currently is involved in developing agreements on satellite system architecture and Automatic Dependent Surveillance Systems or ADS.

Development of ADS would facilitate direct-route navigation in transoceanic airspace, the Administrator added. "This could provide a more efficient system, reducing current artificially large separation requirements. The safety benefits constitute a strong argument for swift development of such a capability."

"There are many details to be worked out in any such effort," he continued, "but every sign indicates that our choice is not whether, but when, we should begin to take advantage of satellite services." He pledged that FAA would provide national leadership in this effort and emphasized that "there are no advantages to be gained by waiting."

Thought For The Week

"The new and the old have value to us only as they relate to the present...To live for either is to lose our only reality -- the moment."

-Leo Buscaglia

Maintenance Technician Of The Year Honored In Reno

The Western-Pacific Region recently selected Larry Larsen of Reno Flying Service, Reno, Nevada, as the Maintenance Technician of the Year. An award presentation banquet was held in his honor at the Airport Plaza Hotel in Reno.

Along with a congratulatory letter from the Reno Flight Standards District Office and other presentations from industry, Deputy Director Keith Potts presented Larry with a plaque and certificate recognizing his contributions to aviation safety.

Photos: From top down -- Deputy Director Keith Potts addresses attendees at the Maintenance Technician of the Year Banquet.

Next -- Maintenance Technician of the Year Larry Larsen receives a certificate from Keith Potts.

Next -- Frank Kellogg, Reno FSDO Manager, address the group and congratulates Larry.

Below -- Larry Larsen, of Reno Flying Service, receives a plaque from Keith Potts.



1986 Sees Traffic Highs

In today's deregulated airline environment, air traffic activity records last about as long as rock 'n roll records remain on the "Top 40" charts. In FY 1986, for example, new peak day traffic records were set at nine of the 22 "pacing" airports and at five of the 20 domestic air route traffic control centers.

The nine control towers were Atlanta Hartsfield, Boston Logan, Dallas/Ft. Worth, Detroit Metro, Los Angeles International, Minneapolis/St. Paul, Newark, Philadelphia International, and San Francisco International. The record-setting enroute centers were Boston, Denver, Memphis, Minneapolis, and Washington.

Additionally, Aug. 21, 1986, was the busiest day ever in the enroute system with 112,467 operations. But don't chisel any of this in stone because chances are it's all going to change.

Two New Towers Set

FAA's Western-Pacific Region has awarded separate construction contracts for new control towers to serve Kahului, Hawaii, and San Luis Obispo, California.

The Kahului tower is a replacement for an outdated facility that is scheduled to be torn down after the new facility is completed in the summer of 1988. The \$4.4 million contract calls for construction of a standard intermediate activity level airport tower with a shaft that reaches 125 feet above the surface. Support facilities also are included in the contract.

San Luis Obispo will get the standard low level activity tower that will stand 45-feet high at the floor of the cab. The \$1 million contract price also covers an administrative base building that will be used for offices, training, equipment and other purposes. Completion date is the spring of 1988.

LORAN-C Contract Set

Use of LORAN-C for non-precision approaches should be possible at several thousand U.S. airports within the next few years as a result of a recent FAA contract award.

The \$3 million contract covers the procurement of 112 LORAN-C signal monitors from Frontier Engineering of Stillwater, OK. The monitors will be installed at selected locations in the eastern and western U.S. to check the quality of LORAN C signals on a continuing basis and alert FAA controllers and maintenance personnel when they exceed the predetermined tolerance levels required for non-precision approaches.

LORAN-C is the latest generation of the low frequency, long range navigation system originally developed for maritime use but now gaining increasing acceptance in aviation. Industry sources estimate that as many as 40,000 aircraft presently are equipped with LORAN-C receivers for enroute navigation. The equipment provides its owners with precise position information by comparing the time differences between the signal received from three or more transmitter stations.

Delivery of the signal monitors is scheduled to begin in Jan. 1988 and be completed by the fall. FAA plans to install the equipment at VORTAC radio navigation aid sites in order to use existing data links to relay information to the agency's air traffic control facilities. Each monitor will provide coverage for all airports within a radius of 85 miles.

Last fall, FAA initiated an early implementation LORAN-C program in close coordination with the National Association of State Aviation Officials in order to gain practical experience in the use of this equipment as an approach aid. A total of eight airports in six states presently are involved in this effort.

LORAN-C is another element of the National Airspace System Plan which calls for the establishment of additional transmitter stations in the central part of the U.S. to close the so-called "mid-continent gap." Present plans call for closing the gap by 1990.



FAA Regional Air Traffic Division/Airport Awards



At a recent ceremony in the Regional Air Traffic Division, two employees received awards. In the left photo, Airport Planner Cheri Tucker receives her 15-year service career pin. Making the presentation is Jim Wiggins, Manager of the Planning and Programming Branch. Cheri began her federal career with the Department of the Army at Fort McArthur. In 1974, she joined the FAA family with the Air Traffic Division, and has been a member of the Airports Division since April 1984.

On the photo to the right, Clerk-Typist Diane Sollars receives a Special Achievement Award for her performance in the Safety and Standards Branch. Presenting the award is Branch Manager Russ Hathaway.

Congratulations, Cheri and Diane.

Photos by Elly Brekke.



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Sacramento TRACON News

Jim Techau, Area Supervisor at Sacramento TRACON, will be retiring on January 3, after 31 years of federal government service. A retirement dinner for Jim and his lovely wife Mary, will be held on January 6 at the Whispering Pines restaurant in Folsom, Calif. (close to Sacramento). Be sure to mark that date on your calendar and help give Jim a very well-deserved "farewell." More details will follow in INTERCOM.

Welcome aboard to Air Traffic Controller Specialist John Williams from Ontario TRACON; and to Air Traffic Assistants Elbert Green and Vincent Bruni. Glad to have you aboard!

Congratulations to Air Traffic Assistant Chris Dobison, transferring to AWP-44A, and to Air Traffic Assistant Bill Silaghi, to Sacramento as a controller.

News From Sacramento Air Traffic Hub

At a recent all-hands meeting, Regional Director Mac McClure presented service career pins. Receiving emblems were Area Managers Sacramento TRACON Doug Thompson, 30 years; Sacramento TRACON/Hub Manager F. E. Davis, 35 years; and Ed Magley and Roy Teraski of the Sacramento Sector Field Office, both with 25 years.

George Kirk, Modesto Tower and Edgar Perry, Sacramento TRACON, earned Special Achievement Awards. On-the-Spot awards have been presented to Rodney Hicks, Lake Tahoe Tower and Patricia Vasques, Dale Miller, James Litterer and Richard Rosa, all of Modesto Tower. Hans DeWinter and Davy Farschman, Redding Tower and Joanna Marchand, Sacramento TRACON, are the recent recipients of Letters of Commendation.

Supersonic Transports Noise Rule Floated

Right now the next generation of supersonic transports (SSTs) is only a gleam in the eyes of aeronautical engineers around the world, but FAA already is getting ready for the day when these aircraft become a reality. On Oct. 30, the agency published an advance notice of proposed rule making (ANPRM) in the Federal Register that puts aircraft designers on notice that future SSTs will have to be considerably more quiet than the current British-French Concorde.

The ANPRM asks for information con-

cerning both noise certification standards and corresponding operating procedures for commercial aircraft that are capable of flying faster than the speed of sound. Specifically, it solicits information on the types of engines or other propulsion systems that may be used for supersonic flight, on the availability of noise reduction technology for those engines, and the noise performance and cost tradeoffs in applying that technology. The public has 120 days to submit comments.

