

87-4
Jan. 26, 1987

Public Affairs Office
AWP-5

FAA
Western-Pacific Region
Los Angeles, CA 90009
(213) 297-1431



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

Western-Pacific Intercom



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

Office of the Administrator

800 Independence Ave., S.W.
Washington, D.C. 20591

January 9, 1987

MEMORANDUM TO ALL EMPLOYEES

The FAA has just completed another year, a year filled with challenge. We have met those challenges head on, and I am pleased at the progress that we have made. We have continued to move toward better resource management while bringing on line new equipment and implementing better procedures. We have reached new levels of operating efficiency. Each of you in our many important roles should feel a strong sense of pride at your accomplishments.

My goals for the agency continue to be safety, morale, service, and timeliness. Each is of equal importance, and each depends on the other. To achieve those goals, we must show dedication, participation, understanding, communication, and resolve. I expect each one of us to do our best in the furtherance of our Nation's aviation system. I will continue to do my very best in support of you and our system.

The year 1987 will present us with new challenges and new opportunities. Each of us should remember to reach out to help our fellow workers as we face those challenges. Remember that we are a team—a great team! Let's dedicate ourselves to greater achievement for our agency. Keep foremost in our minds the goal of service to those who use the aviation system. We should provide that service without favoritism or bias. Service is our reason for being, our profit if you will. Let's all pull together to provide that service in 1987 as never before!

A handwritten signature in dark ink that reads "Don Engen".

Donald D. Engen
Administrator

FY-88 Budget Up 20 Percent

The Reagan Administration has asked Congress to approve \$5.8 billion to run FAA in FY 1988, up 20 percent from the FY 1987 total.

The big winner in the proposed budget is the "Facilities and Equipment" (F&E) account, which would increase to \$1.35 billion from the '87 level of about \$800 million. Major F&E items include \$180 million for the advanced automation system, \$130 million for Terminal Doppler Radar, \$71 million for radio tone equipment, and \$68 million for flight service station modernization.

In the bread-and-butter "operations" area, the budget asks for an increase of \$323 million over FY=87 for a total of



\$3.24 billion. The increase covers the three percent across-the-board raise that goes into effect this month, increased costs associated with the new Federal retirement system, and funding for an additional 225 air traffic controllers, 228 aviation safety inspectors and support personnel, and 87 civil aviation security personnel.

In addition, the Administration is asking for \$150 million for Research, Engineering, and in such NAS related areas the Traffic Alert and Collision Avoidance Systems (TCAS), modernization of communications, biomedical research, and the development of weather radars, and weapons detection systems.



FAA System Works At Fog-Bound Airport

When heavy fog rolled over Atlanta's Hartsfield Airport after the Christmas holidays, the whole country heard about it.

Still, tower controllers did an outstanding job in holding down the number of flight delays and reducing the impact on air travelers. For example, they were able to accommodate large aircraft having Category 3 instrument landing system (ILS) capability through most of the two-day period and also slipped in Category 2-equipped aircraft whenever conditions improved.

Overall, there were 277 airborne/arrival and 95 departure delays at Atlanta on the 28th and 57 airborne/arrival delays on the 29th. In addition, 775 flights bound for Atlanta were held on the ground at origination airports during the two-day period.

The National Air Traffic Controller Association (NATCA) filed an election petition with the Federal Labor Relations Authority (FLRA) to represent air traffic control specialists in centers and terminals nationwide.

FLRA will review the petition to determine if NATCA meets the qualifications of a labor organization under the law and, if so, would instruct FAA to post notices at all air traffic control facilities informing controllers of the action. At that time, it also would accept challenges to the validity of the petition.

The Office of Labor and Employee Relations has notified regional/facility managers of the NATCA petition and will follow up with specific guidance to region directors on the representation process in the near future.

Coast TRACON Salutes Marine Controllers

United States Marine Seargeant's Roberta Godfried Henry and Robert Barber were recently honored by FAA Air Traffic Controllers at Coast TRACON. Both were presented awards for their efforts and contributions to the FAA at Coast TRACON.

Seargeant Henry received a certificate of merit for her outstanding performance while serving with the FAA from March 1984 to September 1986. Her "can-do" attitude and excellent teamwork were cited as the basis for her recognition.

Sgt. Barber was commended for his outstanding contributions to Coast TRACON during his tour with us from December 1985 to December 1986. He was presented with a plaque in appreciation for his exemplary assistance in enhancing our training program.

The presentations were made by the Human Relations Committee Chairperson Arthur Smith, with all levels of facility and MCAS El Toro personnel in attendance.

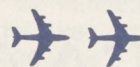
As a note of interest, this type of awards ceremony, honoring fellow marine controllers, was a first of its kind at Coast TRACON.

Congratulations, Roberta and Bob!



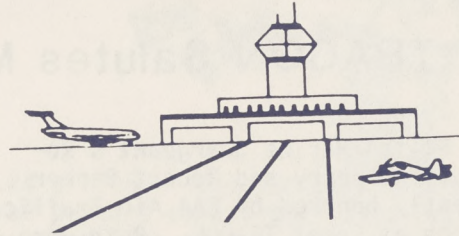
Photos: Top -- Marine Seargeant Roberta Godfried Henry (left) receives an award for outstanding performance from fellow controllers at Coast TRACON.

Below -- Seargeant Robert Barber also receives recognition for his exemplary attitude while working at Coast TRACON. Human Relations Committee Chairperson Arthur Smith made both presentations on behalf of all FAAers at Coast TRACON. (Photos by Irv Vodovoz.)



U. S. AVIATION:

THE RECORD IN 1986



The key indicators in aviation clearly show that the U.S. Air Traffic Control System functioned very safely in 1986.

First and foremost, the accident rates this year are extremely low. Through Dec. 24, U.S. air carriers have not had a single fatal accident on a passenger-carrying flight, although we did have three fatalities in the crash of a cargo plane. This is the best record since 1980 when the air carriers had zero fatalities. (Note: NTSB does not include accidents by foreign carriers in its statistical base even though, as in the case of Aeromexico this year and Air Canada a few years ago, they may happen in U.S. airspace.)

Commuter airlines also have had an outstanding year. Through the Dec. 29, there have been only two fatal accidents and four fatalities. If that holds up, commuters will have their best safety record since the Board began keeping separate statistics on them in 1976.

The safety story is the same for air taxis and general aviation. Both categories are having outstanding years. Overall, we anticipate that 1986 will be the safest year ever for U.S. aviation.

Another key indicator of system performance is the measure of operational errors by air traffic controllers. Operational errors declined approximately 25 percent in 1985 from 1984 and are down another 14 percent through the first 11 months of 1986.

Virtually, the only negative indicator is the increase in near mid air collision reports. As of Dec. 29, we had 812 reports from pilots so we should finish the year about seven percent above last year's total. However, it's difficult to say just how much this of this increase reflects an actual increase in NMACs and how much results from better

reporting. Also, the number of NMACs is really not a good yardstick to use in evaluating the air traffic control system. The great majority of incidents involve one or both aircraft operating under visual flight rules and, thus, are responsible for their own separation. Another consideration that raises questions about the meaning of the NMAC figures is that there seems to be no correlation between NMACs and actual midair collisions. The number of midairs has remained relatively constant.

With regard to air traffic control staffing, the FAA made significant progress in 1986 in increasing both total staffing and the number of full performance level (FPL) controllers. At the end of FY 1986, the agency actually was several hundred over its Congressionally-mandated staffing target of 14,480. The total workforce has gone from 13,978 on Jan. 1 to 14,749 on Nov. 30. During the same time period, the number of FPL controllers went 8,525 to 9,548.

The FAA continues to move ahead aggressively to implement the \$12.2 billion user-funded National Airspace System Plan to upgrade and modernize the Nation's air traffic control equipment. Eighty-five percent of the projects are now under contract and we have recently achieved major milestones. For example, the first of the new generation advanced IBM computer was delivered to the Seattle Air Route Traffic Control Center late in November. All 20 centers are expected to have the equipment by the end of 1987.

These and other measures clearly point to an air traffic control system which performed safely and efficiently and which is continuing to be upgraded to meet increasing challenges.

FAA-FAA-FAA-FAA-FAA-FAA

Reno FAAers Share Holiday Happiness



This year Reno kicked off the first annual drive to help feed the needy at Christmas. A total of \$143.50 was collected to spend on food, clothing and toys for an unemployed mother and her five year old daughter.

A warm thank you to folks at Reno Flight Service Station, Reno Airway Facilities and the Reno National Weather Service. They have made Christmas for a mother and child extra special this year.

A special thank you to Lisa Kane, Terry Landon and Marcia McDermott for their work in this project.

Photo: Lisa Kane (left) and Terri Landon load up "Santa's sled" for a Christmas delivery to a needy family.

Regional Logistics Division Earns Award



Logistics Division Manager Lloyd Golden (left) accepts the "Acquisition and Material Service Award" from Headquarter's Acquisition and Material Service Director Fred Gilmore. The presentation was made at the recent Logistics Managers Conference held in Los Angeles, Calif.

Lloyd accepted the award on behalf of the Western-Pacific Region for the region's superior performance in exceeding the fiscal year 1986 minority business enterprise program goal of \$2 million by over \$1.5 million. This is the sixth consecutive the region has earned this award.

Tom Fujiwara Retires

Tom Fujiwara, Electronics Technician in the Regional Airway Facilities Division officially retired effective January 2. Friends and former co-workers are invited to a retirement luncheon to be held in his honor on Wednesday, January 28, at the Forum Club (at the fabulous FORUM), Prairie Ave. at Manchester, Inglewood, Calif. The luncheon will begin at 11:30 a.m. For more information, please contact Sharol Waldrop at 213/297-1450.

Lake Tahoe Controller Ensures Pilot's Safe Arrival

On a late December evening, just minutes before closing time, Lake Tahoe Tower controller Willie Munroe heard an emergency broadcast on 121.5 mhz. The aircraft was a Cessna 172, on a local flight from Carson City, Nevada, that had experienced a total loss of power over the west edge of Lake Tahoe. Not knowing the location of Lake Tahoe Airport, the pilot was preparing for a water landing along the Lake Tahoe shoreline.

Much to the pilot's surprise, Willie answered his call on 121.5, and by flashing the runway lights, thus aiding the pilot in sighting the airport to land safely.

This action by itself was a job well done, but to Willie, it was not yet finished. Knowing the pilot's wife would be worried when he did not arrive at Carson City Airport, Willie got word to her that he had landed safely at Lake Tahoe Airport. Willie then proceeded to close the tower and drive the pilot and his passenger home to Carson City, some 45 miles away.

According to Acting Air Traffic Manager Douglas Mott, "That's what we at Lake Tahoe call service!"

Leadership Program Update

The January 5 issue of INTERCOM incorrectly listed Rozelia Cusic as a candidate for the 1987 Office of Personnel Management's (OPM) Womens Executive Leadership Program. Rose is, however, participating in the Federal Exchange Program and will soon report to Burlingame Civil Aviation Security Field Office for her initial assignment in the program.

Congress Establishes Commission On Bicentennial

Because September 17, 1987, will mark the 200-year anniversary of our Constitution, U.S. Congress established the Commission on the Bicentennial of the United States Constitution to oversee preparations for the celebration. Chaired by Chief Justice Warren E. Burger, the Commission's major objective is to stimulate activity by organizations and individuals in every state, to heighten awareness of --and deep appreciation for -- our Constitution and the rights and freedoms it guarantees.

To this end, the Los Angeles Federal Executive Board has established an associated committee. Chaired by Mo Kahn of the National Park Service, the Committee is made up of over 30 federal agencies in the Los Angeles area. Representing Federal Aviation Administration Regional Director Mac McClure is Elly Brekke of the Regional Public Affairs Staff.

As activities are organized, INTERCOM will feature stories and information about events which will celebrate this historic anniversary.

Western-Pacific Intercom

EDITOR
Elly Brekke

REGIONAL DIRECTOR
H. C. McClure

PUBLIC AFFAIRS OFFICER
Barbara Abels

PUBLIC AFFAIRS SPECIALIST
Russell Park

WORD PROCESSOR
Talameo Salanoa

INTERCOM is published weekly for the employees of the Western-Pacific Region by the Public Affairs Office. Articles and photos are welcomed. If you have questions, suggestions or submissions, please call the Editor at FTS 984-1431/COMM 213/297-1431.

FAAers Join Marines In Birthday Celebration

The U.S. Marine Corps recently marked 211 years of service and celebrated with a birthday party in the Regional Office Executive Conference Room.

Colonel Norman Marshall, Representative for the Western-Pacific Region, invited FAAers to join the ceremony. Colonel Marshall relayed a message from the Commandant of the Marine Corps, which read in part, "For 211 years, the cornerstone of our esprit has been a deep and abiding love of Corps and country. To a marine, this love knows no bounds. It is a way of life...During our Corps' 212th year of service to the Republic, I ask all Marines to embrace those inspirational words from our hymn, "...First to fight for right and freedom and to keep our honor clean, we are proud to claim the title of United States Marine."

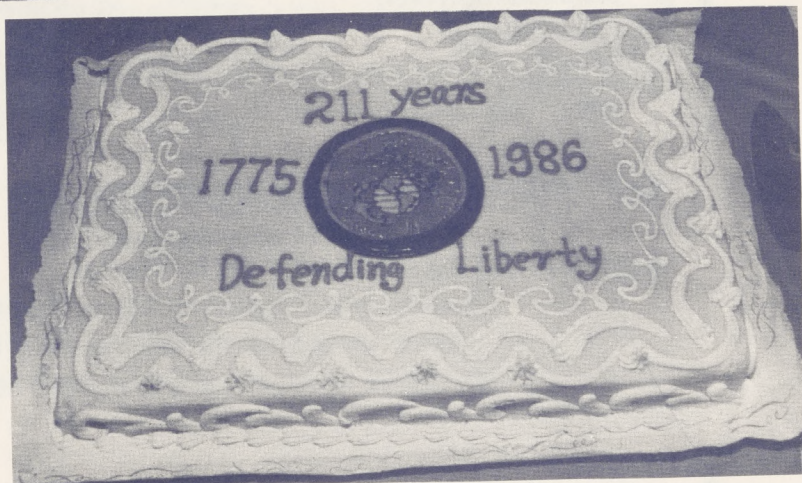
After the traditional cutting of the birthday cake with a sabre, Colonel Marshall served the first two pieces to the oldest and youngest Marines in attendance. The honors were extended to Air Traffic's Al Riedel and to Colonel Marshall himself. As to who is the older - only those present will know!
Happy Birthday, Marines!



Photos: Above -- Colonel Norman Marshall addresses the crowd at the recent Marine birthday celebration held at FAA Regional Headquarters.

Below -- According to Marine tradition, the ceremonial cake was served to the guests.

(Photos by Rafael Riera.)



**PUBLIC AFFAIRS CONFERENCE
FOR MANAGERS**

March 4-5, 1987

Stouffer-Concourse Hotel
Los Angeles, California

Wednesday, March 4 - Media Training Workshop

Featuring Workshop Leader Peter P. Jacobi, Professor of Journalism, Indiana University and formerly with Chicago NBC and ABC Networks.

Coverage includes:

- ☞ Dealing with the news media
- ☞ How to prepare for that press interview...
 - A. Talk shows (both television and radio)
 - B. Television (news)
 - C. Newspaper/Magazine
- ☞ How to handle newspaper, magazine, radio and television reporters, press conferences and meetings where questions and answers are a principal activity.
- ☞ How to handle different media environments and make the best use of manners and mannerisms.
- ☞ Pinpointing FAA issues and concerns.
- ☞ Witness actual "staged" performances.



Thursday, March 5 - Public Affairs - What's It All About



WELCOME AND INTRODUCTIONS
WHAT IS PUBLIC AFFAIRS? AFFAIRS IN PUBLIC?

PUBLIC AFFAIRS & MEDIA RELATIONS FROM WASHINGTON
HEADQUARTERS PERSPECTIVE
*Administrator Don Engen (pending)
*Steve Hayes, Assistant Administrator for Public Affairs

FAA COORDINATOR PROGRAM
CONSUMER COMPLAINT HOTLINE

AVIATION EDUCATION = MAKING THAT DIFFERENCE
Aviation Education Facilitators = Adopt a Teacher
Partnership in Education =
Aviation Is First Step Into Space

EFFECTIVE COMMUNICATIONS
INTERCOM = How to get that front-page story
FAA WORLD = What to submit and how
SO YOU'VE BEEN ASKED TO MAKE A SPEECH...

COMMUNITY RELATIONS =
So you're having an affair...
What about displays, handout material, etc.?

EXTERNAL AWARDS PROGRAM
How to get that deserving "outsider" a top award.
What about publicity?

IMPORTANCE OF FAA/MEDIA RELATIONS
From a professional journalist's perspective

WHAT'S ON YOUR MIND = Q&A = FEEDBACK



**Sponsored by: Public Affairs Staff (AWP-5)
HRM Training Branch (AWP-17)**

This workshop/conference is open to all managers and anyone who deals with media and public inquiries on a regular basis. If you wish to attend, any travel or per diem necessary must be authorized through your division.



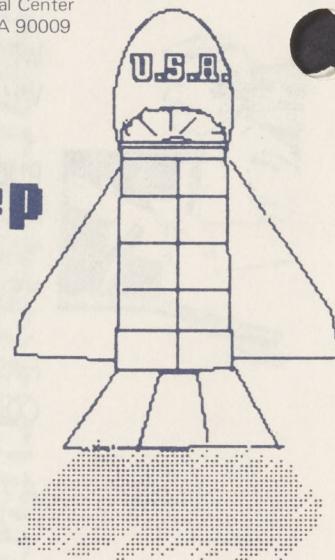
US Department of Transportation

Federal Aviation Administration

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

Aviation Is The First Step Into Space



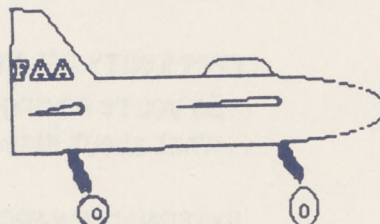
* Attn: Each and Every FAA Employee
FAA Retirees and Credit Union Members
All Concerned Parents & Lovers of Aviation

...Would you like to be sure your *child is prepared for the Aviation/Space Age of the future?

(*or grandchild, niece, nephew, cousin, friend, stranger?)

...Would you like to ensure future informed citizens in your community about aviation topics such as:

- Airport Capacity
- The National Airspace System Plan
- Air Traffic Control
- Nav Aids
- Careers in Aviation
- Air Transportation

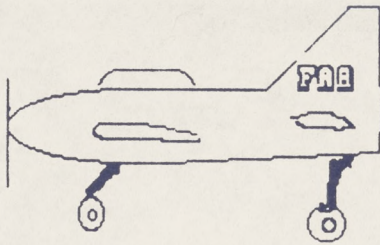


...Wouldn't you like the chance to make a difference in a child's life by motivating him/her in all aspects of learning through the introduction of aviation into the classroom? Research has shown that introduction of aviation into a classroom motivates students to be high achievers at all levels...S.A.T. scores have shot up...Citizenship improves...

...Wouldn't you like to BE that necessary difference?

YOU CAN!

Reach out to that teacher or school system.
Offer FREE FAA materials, speakers, films, facility tours, guidance, etc. Use every opportunity--youth groups, church gatherings, family get-togethers--to pass the word that FAAers are willing and able to assist teachers and school systems. Further information is available from the nearest FAA facility where we have volunteer Aviation Education Facilitators available.



BUT NOW THERE'S MUCH, MUCH MORE....

The FAA is now partners with the Young Astronaut Council. You may remember that President Reagan appointed Jack Anderson as President. There are already 10,000 Young Astronaut Chapters throughout the nation, growing at a rate of 200 per week. The program is especially meaningful for teachers and youth leaders of kindergarten through 9th grade. Also, because research has shown that the younger the better, the program will soon include pre-schoolers. For only \$20, a teacher receives teaching materials and posters on Aviation and Space topics for a whole year (for an average class of 20, this equates to one dollar per child).

We encourage FAA individuals or offices/facilities to sponsor one or more teachers in your local area. What better investment could we make in America's future.

Application forms are available from FAA Coordinators or AWP-5. Contact Barbara Abels for further information.

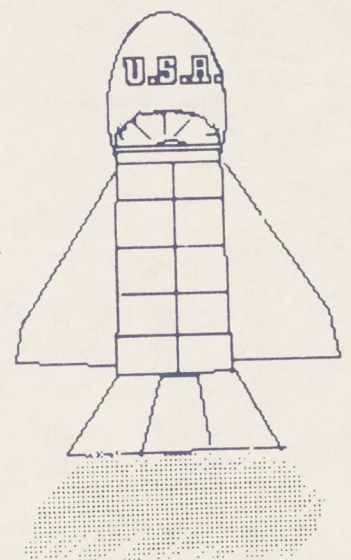
When you or your office sponsors a teacher, let AWP-5 know and we'll publish the info in INTERCOM.

*** ATTENTION FAA RETIREES -- WE NEED YOU**

Would you like to be a volunteer FAA AVIATION EDUCATION COUNSELOR?

The personal rewards are many. It doesn't take a lot of time and it doesn't take a lot of money.

For information on how you can help promote aviation in your community, please contact Barbara Abels, AWP-5 -- We need you!



Illustrations by Jonathan Ward (10), a fifth grader at Tompkins Elementary School, Tehachapi, Calif.

FAA-FAA-FAA-FAA-FAA-FAA

Record Class Ends

The FAA Academy in Oklahoma City graduated a record number of 183 new air traffic controllers on Dec. 24, allowing them to make it home for Christmas.

Despite the slightly accelerated Academy schedule designed with the holidays in mind, the graduates completed all required classroom and laboratory work. The quality of the class was reflected by the fact that it contained 11 honor graduates instead of the usual one or two.

In his address to the graduating class, Academy Superintendent Morris Friloux noted that controllers represent a special group that have special responsibilities. "Only 10 percent of those who think of being air traffic controllers get to Oklahoma City in the first place," he said, "and only about 60 percent of the students make it through the course itself." He also told the graduates to "remember that the airspace you are going to protect belongs to your family and friends--the flying public--and not you and me."

At the end of the year the Academy had 493 students in 28 different classes on board. During the year; 1,970 students entered ATC courses at the academy. 1,222, or 62 percent, passed successfully, 540 failed, and 208 dropped out.

In 1987, the number of students is expected to more than double. A total of 2,970, or an increase of 56 percent, is expected.



Consumer Hotline Calls Increasing

In the first four months after FAA's Consumer Hotline went nationwide in July, the hotline staff processed 360 telephone calls.

Complaints from pilots about problems contacting flight service stations led all other categories with a total of 43. Next came complaints about low flying aircraft with 37, aircraft noise with 32, and mechanical malfunctions with 30.

Callers in the Eastern Region generated 27 percent of the complaints, the Western-Pacific Region 19 percent, and the Great Lakes Region 16 percent.

FAA-FAA-FAA-FAA-FAA-FAA