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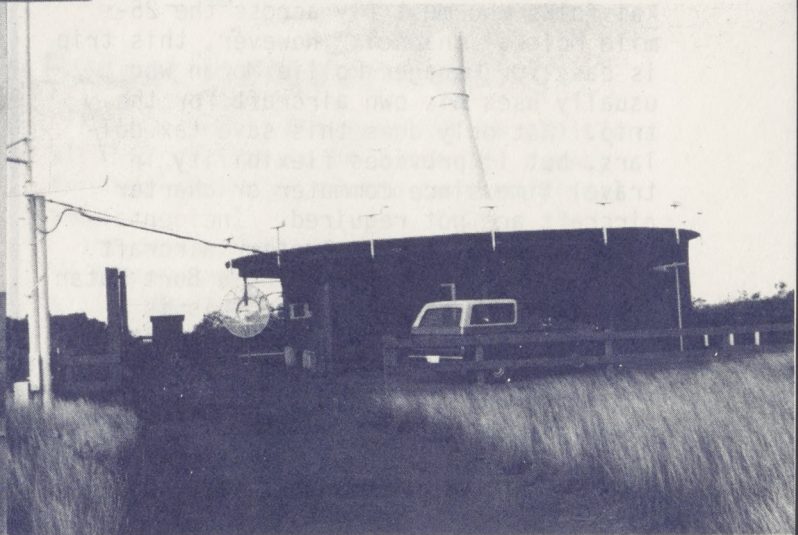
Western-Pacific Intercom



MOLOKAI

AIRWAY FACILITIES

FIELD OFFICE



A "BIG" SMALL FIELD OFFICE

Cover Story

Yes, it's true the Molokai Airway Facilities Sector Field Office is one of Honolulu AF Sector's smaller field offices. But, the Molokai office is very big in importance. The office is managed by Rolland "Rollie" Moran, and includes Electronics Technician Doug Pemberton (transferring soon to Phoenix Sector), Maintenance Mechanic Mel Spencer, and part-timers Louise Borsella and Shigeru Yage (based at Lanai).

The Molokai Field Office is responsible for all FAA facilities on the islands of Molokai and Lanai. These facilities include Molokai Air Traffic Control Tower and the important enroute VORTACs on Molokai and Lanai. Molokai and Lanai are actually part of Maui County, but they are much smaller in population than the island of Maui. Molokai has about 7,000 residents while Lanai--the Pineapple Island--has about 3,000. Although Molokai and Lanai are small, they are totally dependant on air travel for people transportation. Also, there is a large resort complex on Molokai, and development of two major hotels is being planned for Lanai.

Maintenance support for the Lanai VORTAC and VASI is provided by the Molokai folks who must fly across the 25-mile Molokai Channel. However, this trip is easy for manager Rollie Moran who usually uses his own aircraft for the trip. Not only does this save tax dollars, but it provides flexibility in travel time since commuter or charter aircraft are not required. Incidentally, Rollie is also an amateur aircraft builder and is now finishing a Burt Rutan designed Long-EZ aircraft. This is a fiberglass, epoxy, foam and composite design and for some reason, Rollie hopes to keep the maiden voyage very secret.

Cover photos: Top -- Doug and Rollie check the maintenance monitor display at Molokai VORTAC.

Below, left -- Molokai Air Traffic Control Tower. Right -- The AFSFO is also responsible for maintaining the Molokai VORTAC.



Photo, above: Of Molokai's five folks, three are shown here. They are (from left) Manager Rollie Moran, Electronics Technician Doug Pemberton and part-time employee Louise Borsella. Unavailable at picture-taking time are Maintenance Mechanic Mel Spencer and part-timer Shigeru Yago.

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FAA Gets Windshear Training Program

FAA is moving ahead with the implementation of a comprehensive new windshear training program for pilots that is expected to reduce the number of accidents caused by this deadly weather phenomenon. Windshear has been implicated in five fatal air carrier accidents in the last 10 years with a total of 536 fatalities.

Developed by an industry team, headed by the Boeing Company, under a \$1.8 million FAA contract, the training program was formally delivered to FAA during two days of briefings for the aviation community at Washington headquarters on February 26 and 27. Other team members included McDonnell Douglas, Lockheed Corporation, United Airlines and Aviation Weather Associates.

FAA is currently reproducing copies of the training program and will provide them free of charge to some 600 U.S. airlines and related organizations for incorporation in their pilot training programs. It also will be used in training FAA pilots.

The windshear training program has two important objectives. One is training for recognition and avoidance of weather phenomena that cause windshear. The other focuses on cockpit recognition of windshear involvement and recovery techniques.

The basic training package includes four documents, a "Windshear Overview for Management," a "Pilot Windshear Guide," a stand-alone "Example Windshear Training Program," and a volume of "Windshear Substantiating Data." There are also two videotapes, "A Windshear Avoided" and "Windshear - What the Crew Can Do."

The training program is part of a five-element integrated FAA effort to counter the low-level windshear threat. Other elements include additional research into the nature of the windshear phenomenon, development of ground and airborne detection equipment, and improved methods for communicating windshear information to pilots in terminal areas.

Sites Now Operational at Half of Planned AFSSs

The agency has passed another milestone in its Flight Service Station (FSS) modernization program with 31 -- or more than half -- of the planned 61 automated flight service stations (AFSS) sites now operational.

In a February 17 report to Congress, FAA said that 27 of the 31 AFSS are using the basic automation hardware and software package (known as Model 1) and four have the Leased Service A&B Systems (LABS).

By the end of the current fiscal year, the agency expects to have 44 AFSSs in operation, including all 37 sites in the Model 1 program. The other seven will have LABS equipment.

The number of AFSSs is scheduled to increase to 50 in FY 1988, 60 in FY 1990, and 61 in FY 1991. All consolidations are scheduled for completion by the end of FY 1993.



Budget Increase Pending

FAA is asking Congress for an additional \$142 million to help run the agency for the remainder of the current fiscal year.

The agency has two requests included in a government-wide supplemental budget bill. One is for \$44 million to fund the three-percent pay increase that went into effect in January. The other is for \$48.3 million to cover the costs of the new Federal Employee Retirement System.

In addition, the agency is asking for a \$50 million operational supplemental with \$20.5 million targeted for leased telecommunications, \$14 million for the enroute center training contracts, \$10.6 million for certain PCS costs, and several other items.

News in Briefs

*FAA has initiated a special 60-day surveillance of Helicopter Emergency Medical Evacuation Services (HEMES) operators nationwide in an effort to counter the sharp rise in their accident rates over the past two years. FAA safety inspectors will visit every HEMES operator over the next two months, check them out for safety, and gather operational data that will be used in evaluating the industry as a whole. The agency then will decide if changes in rules, procedures, or other corrective action is required.

*In support of her proposal for random drug testing of certain DOT safety employees, Secretary Dole told Congress recently that this procedure has significantly cut substance abuse in the Coast Guard. "The incidence of drugs in urine samples decreased from about ten percent to about three percent from October 1983 through 1986," she said. "Once individuals recognized that random testing was likely to uncover drug abuse, most users changed their behavior."

*The National Association of Air Traffic Specialists (NAATS) has gone into Federal Court in Alaska seeking a preliminary injunction against the FAA drug testing program that began February 15. A hearing was scheduled for March 13.

*FAA has scheduled the implementation of four new Airport Radar Service Areas (ARSAs) on March 12, which will push the national total up to 70. The new sites are Atlantic City, Fort Myers, Savannah and Tallahassee. Pilots flying into the ARSAs are required to maintain radio contact with the appropriate air traffic control facility.

Don Meier to Retire

Los Angeles TRACON's Don Meier has announced his retirement. A dinner is planned in his honor on Saturday, March 28, beginning at 6:30 p.m. at the Heritage Inn, 333 E. Imperial Hwy., Fullerton, Calif. The cost of \$25 includes dinner and dancing.

For reservations, contact Linda Anderson at 213/215-2040. Accommodations are also available at \$45 per night.

Pay Slips to be Replaced

There is a problem with the blockout covers on the current stock of Earning and Leave Statements. They are not blocking out the information they are meant to block out.

To remedy the situation, the Accounting Office will begin issuing revised forms. They will be available for pay period nine—that is, April 12 - 25. As an interim measure, T&A clerks have been told to take extra precautions to ensure that the private information on the pay slips stays private.

Landing Facilities Increased in 1986

The number of airports, heliports, and other aircraft landing facilities in the U.S. and its possessions increased by 263 last year to 16,582.

There were 12,785 airports, 3,336 heliports, 392 seaplane bases, and 60 STOL-ports. In addition, there were 52 ultralight flightparks, 35 gliderports and 9 balloonports.

For the 14th consecutive year, the number of landing sites available for unrestricted public use decreased, going from 5,858 in 1985 to 5,775 in 1986.

The State of Texas continues to lead all other states with 1,628 landing areas, followed by California - 895, Illinois - 894 and Pennsylvania - 755.

Promotion Program Extended

FAA has been authorized by the Office of Personnel Management (OPM) to continue successive accelerated promotions of air traffic controllers through July 15, 1989.

The OPM/FAA training agreement permits the agency to waive the one-year, time-in-grade requirements so that controller trainees and developmentals may be promoted when they successfully complete the required training. However, it does not allow the agency to promote trainees more than two grades in a single year.

In general the agreement gives the FAA the authority and flexibility necessary to manage the controller workforce effectively and to meet the fiscal year 1987 staffing goals.