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

Western-Pacific Intercom



'Eye In The Sky' Extends Arm Of The Law

Cover Story

Story and Photos
by Russ Park

Looking for the utmost model in safety for helicopter operations by a law enforcement agency? Then look no further than the Pasadena Police Department, Helicopter Section, Pasadena, California, headed by Lieutenant Nick J. Agosta. Under the watchful eyes of the Flight Standards District Offices in Van Nuys and Los Angeles, Lieutenant Agosta—a 25-year veteran with the police department, the past 17 years with the Helicopter Section—runs a 12-person section that operates a heliport in the northwestern corner of Pasadena at 2175 Yucca Lane, just north of the 210 Freeway. From this location, with a force of one Jet Ranger and four Enstrom helicopters, the Pasadena PD has the best "eye in the sky" possible.

The seven-day, 24-hour mission consists of traffic management, surveillance, rapid-response enforcement and crime control. These duties are all coordinated with neighboring and associated law enforcement agencies.

At the heliport is a single brick building which houses the administration, maintenance, communication, backup and operation activities. Fueling capabilities exist outside the facility near the helicopter parking area. The helicopter section consists of two mechanics, two administrative people and nine pilots.

The heliport is marked at 1077 feet above sea level. A look to the south shows the famed Pasadena Rose Bowl nestled near the center of the wooded Brookside Golf Course. Downtown Pasadena, with its tall buildings and familiar skyline, is in the distance. The canyon around the Rose Bowl is full of homes of all description. These surroundings complicate takeoff or landings when it comes to noise considerations. But the Helicopter Section boasts of the excellent relations it has with its neighbors and the associated low complaint rate.

Each November, the Western-Pacific Region's Air Traffic Division, Flight Standards Division and Public Affairs



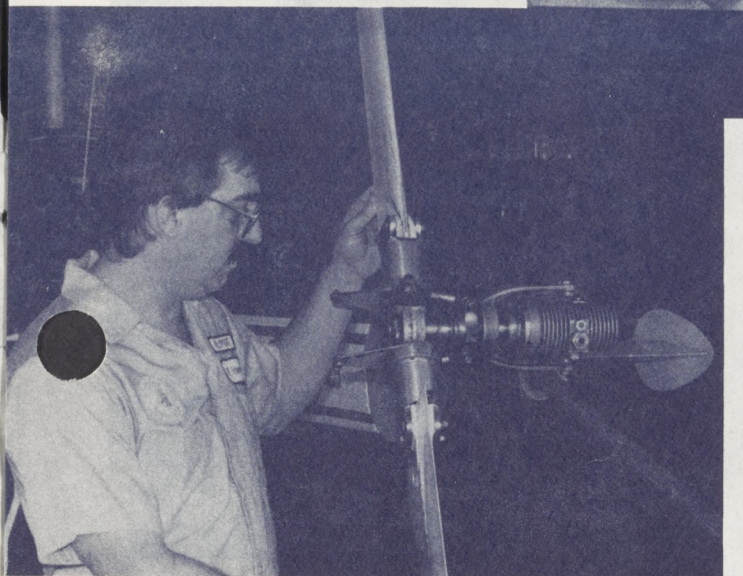
Photo above: Lieutenant Nick Agosta, Left, watches as Warren Horton connects ground power unit.

Office work with the PD to issue temporary airspace flight restrictions over the Pasadena Rose Parade and Rose Bowl for New Year's Day. This year a separate restriction was issued for the Super Bowl on January 25 whereby only law enforcement, media and aircraft essential to the event operation were allowed in the restricted airspace. Lieutenant Agosta and his pilots literally assisted in the enforcement of these restrictions.

But, even the number and flow of authorized aircraft at these events in the restricted airspace call for the highest of skills and capabilities for air traffic management. At kickoff time above the Rose Bowl on Super Sunday, a quick look upward reveals one skytyper outfit of five aircraft above 2,500 feet writing a message across the sky; seven banner-towing aircraft; two blimps outside the airspace; a third blimp working for a national television network providing a platform for aerial pictures within the airspace; and more than a dozen rotary-wing aircraft circling the

More cover story

Mechanic Warren Horton inspects tail rotor section and adjusts pilot's binoculars.



stadium wanting to get close for good photography. Most aircraft were circling in a clockwise orbit, except while hovering for a few moments to take care of business.

Fortunately, good weather on these days assisted Lt. Agosta and his pilots, but the early morning updrafts and occasional winds can buffet these craft about. An interesting point is the potential hazard of the various balloons that drift up from the ground. It is not so much the balloon itself, but the string that causes problems by getting caught in rotary parts. Pilots steer away from them in the air and warn each other of an upcoming object. Other warnings include sightings of birds in the area.

During a visit to the PD's operation on a special day, one can only be impressed with the professionalism of the people involved. From the mechanical items done by Warren Horton to the operations in the air and ground by Sergeant Terry Blumenthal and all the members of the Helicopter Section, one quickly get the feeling these people are not only in the full-time law enforcement business, but are dedicated to complete aviation safety.

Cover photo: Alvin Groft, right, Accident Prevention Specialist, Los Angeles Flight Standards District Office, talks with Sergeant Terry Blumenthal, Pasadena Police Department Helicopter Section, alongside Enstrom helicopter.

Western-Pacific Intercom

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Cover story, continued

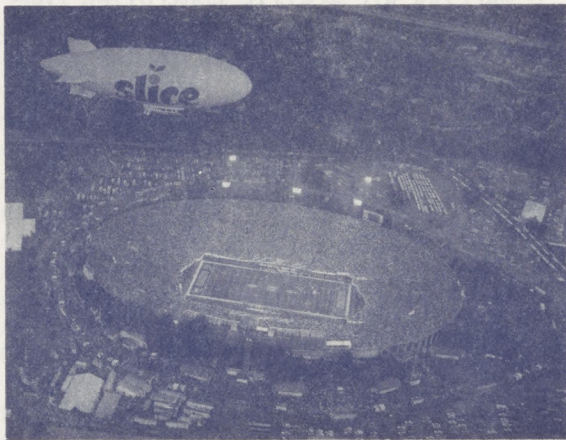


Top — With the Los Angeles Sheriff photo crew in the back seat of the Jet Ranger, Lt. Agosta adds a rope tie-down to the safety belt system for extra protection.

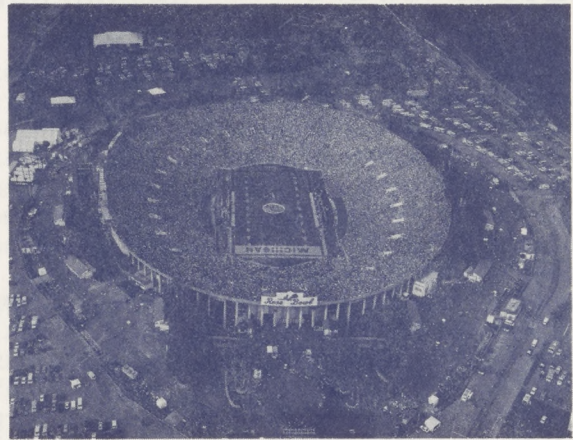
Below — Warren Horton, left, leads Pasadena Police Department photographer away from the Jet Ranger as Lt. Agosta checks controls.

More Photos, Pasadena Police Department

By Robert C. Briscoe, Senior Police Analyst



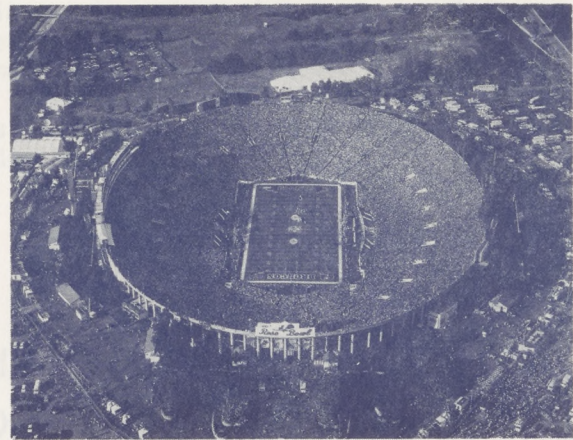
Blimp Provides TV Platform



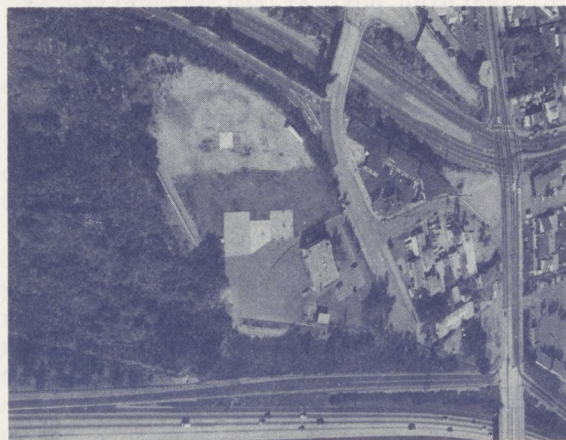
Rose Bowl Game



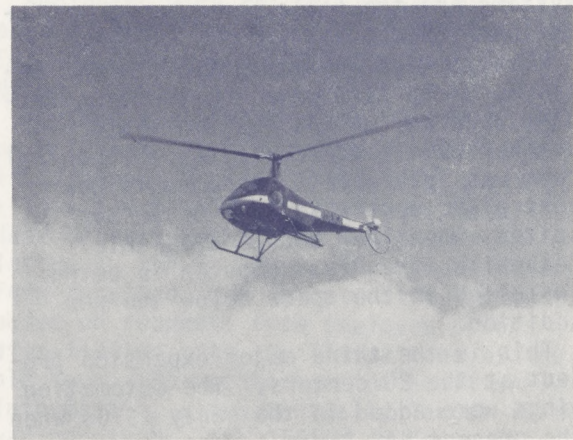
Looking North over the City



Super Sunday - Rose Bowl



'All the Helos are Out'



Enstrom Helo Keeps Close Eye

April World Looks Inward

Curious about all those proposals floating around to reorganize or restructure the agency? Well, check out "FAA Under the Microscope" in the April FAA WORLD and you'll know all you need to know for the time being.

There's also a story about the award of the first pilot's license 60 years ago and why it didn't go to Orville Wright; an account of the destruction of dirigible Hindenburg 50 years ago; a look at the latest in airport control tower designs, and an article on how computer modeling is aiding airport planners. All the regular features are there also.

ARTCC Expansion Program Completed

The en route center expansion program is history. With completion of construction at the Miami center in early April, all 20 domestic en route facilities now have the additional space needed to house the new IBM Host computer systems and the follow-on Advanced Automation System.

Planning for the expansion program began in early 1983 with construction getting underway at the Seattle center in October 1984. At each site, the control room was enlarged to accommodate new controller work stations, or sector suites, when they become available. Meanwhile, the Host computer is being installed in the space below the new addition.

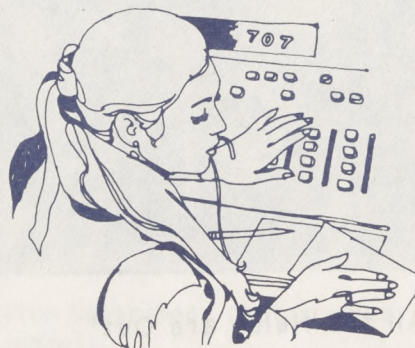
This is the third major expansion project at the 20 centers. The automation wings were added in the early 1970s when the present NAS Stage A system was implemented. Shortly thereafter, the administrative areas were enlarged.

News Makers

* A married air traffic controller couple at the Cleveland air route traffic control center is featured in the April issue of Ebony magazine. They are Barbara and Howard Williams who have a combined total of 33 years experience in moving airplanes. The parents of a nine-year old girl, the two met at the Cleveland center in 1970 and married three years later. During off-duty hours, they spend considerable time traveling throughout the Cleveland area to familiarize young Blacks with ATC career opportunities.

* James Bassett, an air traffic control specialist at Washington headquarters, is one of five persons selected by the Government Employees Insurance Co. for the 1986 GEICO Public Service Awards. Bassett was selected as the winner in the field of physical rehabilitation. Told in 1977 that he would be dead from lung cancer in 90 days, Bassett enrolled in a special National Institute of Health treatment program, beat the disease and has devoted much of his spare time since his recovery helping cancer patients and their families. In 1985, the American Cancer Society of Montgomery County, MD, honored Bassett as its "Outstanding Public Education Volunteer."

* Former FAAer Bill Shea has written a book, "FAA Diary," about his four year stint as Associate Administrator for Airports, before moving on to his present teaching post at the University of North Dakota. It's due out April 20 and those wanting to get a copy to learn if they rated a favorable mention should contact Carroll Associates, P.O. Box 226, East Grand Forks, ND.



TCAS Working Well

During the first two weeks it was installed in a Piedmont 727, a prototype traffic alert and collision system (TCAS-11) produced 45 alerts to the flight crew.

Reporting to Congress on the TCAS II evaluation program that began March 18, Administrator Engen said the 45 alerts resulted in three "warnings" and the pilots "were able to observe the traffic in all cases and properly responded to the perceived threat." He noted that FAA expects to begin a more extensive TCAS II evaluation this summer and issue a notice of proposed rulemaking later this year that would mandate carriage of this equipment by the airlines.

The Administrator emphasized that the TCAS program is only one of many programs being pursued by the agency to deal with the midair and near midair collision (NMAC) problem. In 1986, he added, the number of NMACs reported by pilots increased to 839 from the 1985 total of 758 but most of the increase fell in the "no hazard" category.

Engen also contradicted media reports that NMAC reports were at record high levels. He pointed out that the agency received 2,230 reports in 1968 when it ran a special immunity program and an average of more than 1,400 over the next three years the program was in force.

MLS at Tech Center

The FAA Technical Center has installed a Microwave Landing System (MLS) test bed on Runway 31 at the Atlantic City Airport. Manufactured by Allied/Bendix, it will be used by Tech Center pilots for evaluation of new MLS receivers and related projects.

Presently, there are three operational MLS installations — Valdez, AK; Richmond, VA, and Cadillac, MI. Eight more are scheduled for commissioning by the end of the year. The agency also has a contract with Hazeltine for 172 MLS units with first delivery now scheduled for March 1988.

MLS offers many advantages over the current instrument landing systems (ILS) including multiple approach paths to the runway that will increase runway acceptance rates in bad weather.

Noise Rules For Propfans Considered

It looks like there may be a down side to those new-technology, energy efficient propfan engines being developed both in this country and abroad. FAA says "propfan engines in cruise flight may produce significantly louder noise on the ground than previous turbine-powered aircraft."

Accordingly, the agency has issued an advance notice of proposed rulemaking (ANPRM) as a possible first step in establishing noise and emission standards for aircraft equipped with these engines. Specifically, the ANPRM solicits information on the "types and sizes of aircraft" on which these new engines might be used, on expected improvements in energy consumption from use of these engines, and noise/air quality/performance/cost tradeoffs.

Questions regarding certification standards also are posed with comments due by June 11.

New Statement Of Earnings and Leave Coming

Beginning with the pay period that ends on April 25, a new Statement of Earnings and Leave (SEL) has been produced.

Employees should receive the first SEL on or about the May 5 payday. The SEL is designed in a "free flow" format that allows flexibility and provides detailed data on adjustments and entitlements, including the Thrift Savings Plan. The form resulted from an extensive project based on requests from employee groups dissatisfied with the limitations of the old form. To accommodate the additional information, a substantially larger form was required. The Office of Accounting believes that the new SEL, which contains additional information, will better serve employees needs. A DOT Notice will be issued shortly to all employees describing the form.

In Memoriam

Murray H. Carter

Friends of Murray H. Carter will be saddened to learn that he passed away on April 10 at age 66.

Murray retired in December 1979 from the Logistics Division. He had been hospitalized in December 1986 and underwent surgery of the esophagus.

Condolences may be sent to Murray's wife, Francis Carter, at 803 North Ogden Drive, Los Angeles, Calif. Memorials in his memory may be sent to the City of Hope.

PWC Meeting to Feature Prominent Investment Advisor

Raymond Kalenda, a Registered Investment Advisor with the Securities and Exchange Commission, will share his mastery of stock market trends at the upcoming annual convention of Professional Women Controllers on Saturday, May 2, at the Ramada Renaissance Hotel in Long Beach, Calif. In his workshop, "Financial Timing and Mutual Fund Investing," he will explain, in layperson's language, some of the predictive methods he has developed over ten years of intense market study and analysis.

An FAA Traffic Control Specialist by morning, Kalenda spends the rest of his time giving financial seminars, operating a mutual fund and a commodities hotline, and publishing a biweekly investment newsletter, The Kalenda Market Letter. In addition, he frequently appears on finance-oriented television programs, like Financial News Network's "Money Talk," where he forecasted the September 1986 stock market drop and the early 1987 market surge several weeks in advance. Kalenda will let his workshop participants in on some actual buy-sell signals which they can use for investing through the spring and summer.

HRC Hotline

by Gail Sankey

Just so everyone is up-to-date on who the members of the Regional Human Relations Committee are, let me introduce them to you:

Chairperson == Cynthia Whitney, AWP-423, X1082; Vice Chairperson -- Shirley Rubera, AWP-40A, X1860; Secretary -- Mike Spitt, AWP-56, X1176; Publicity Coordinator == Gail Sankey, AWP-580A, X1343; Members == Jim Mills, AWP-4, X1232; John Maloney, AWP-518B, X0053; Herb Hyatt, AWP-611.2, X1534; Fritz Sperling, AWP-701, X1470; Willie Wallace, AWP-25, X0114 and Luz Diaz, AWP-17D, X1254.

The HRC meetings are usually held the first Tuesday of the month in Room 4W7. Any change in date/time/location will be published in the previous month's meeting minutes which are distributed to every division. All employees are welcome to attend the meetings. The committee will address/discuss items that may be of concern or interest to you. You can see your division HR rep to coordinate this; the rep will have a copy of the agenda prior to each meeting.

The committee is currently working on a mission statement which will be issued in the very near future. After concurrence has been given by the appropriate individuals and the committee, the statement will be distributed to all employees for their information.

Hope to see some of you at a meeting soon!



HOT LINE!

From Regional Director Mac McClure . . .

I am in the process of writing letters to editors trying to get more favorable publicity for our Air Traffic Controllers. In approaching this effort, I read and was moved by the following article written by Don Schmidt, former Oakland Center Deputy, now Air Traffic Manager at New York Center. This excellent article recently appeared in the January-March 1987 issue of Journal of ATC, and I asked INTERCOM to share it here with you in its entirety...



Today's Controllers: A Cut Above

by Donald V. Schmidt

*Air Traffic Manager,
New York Center*

Since August 3, 1981 the air traffic control system and the Federal Aviation Administration has been under constant attack from members of Congress, some aviation industry leaders, the media, and many other self-appointed critics. Occasionally some pilot or aviation enthusiast speaks up on behalf of the men and women that have kept the world's best air transportation system going, even under the toughest of conditions. However, doomsdayers have outnumbered supporters by a wide margin. What is the real story?

I feel that my colleagues and I have an obligation to speak out on behalf of our employees. For too long now, we have been quietly

trying to ignore the seemingly endless barrages of negativism levelled at the system and our people. I for one am impressed by the quality and professional ability of these outstanding and talented people. Unfortunately, unless you are on the inside where you can see the old salts and our new air masters at work, you are not in a position to really appreciate and understand what a bit of real magic has happened over the last five years.

Last year, one busy summer afternoon in the control room at the Oakland Center, while I was "managing by walking around," one of our controllers with about four years experience came up to me and asked, "Are we as bad off as the papers

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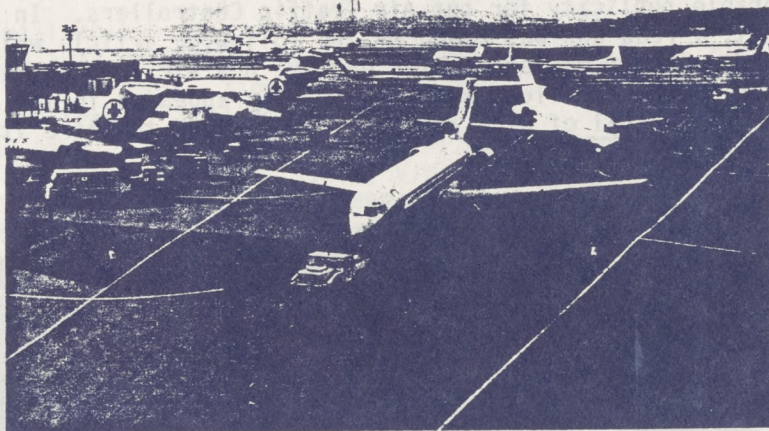
and television claim we are?" What he was referring to was an article in one of the newspapers claiming that controllers were overworked, under severe pressure, and that these new people just didn't have the skills that the fired controllers had.

He went on to tell me that if he was being overworked and pressured he wasn't smart enough to realize it. He also said that this was a great job and he really loved it. As to his skill level, from what he could see when he worked next to some of the veterans, he was more than capable of handling his own. So why all the fuss?

Recently, a lady controller and I had a discussion in New York with a similar theme. She told me how much she enjoyed her job. However, she sometimes hesitated to tell people her occupation, because of all the negative press controllers get today. She did not want to be embarrassed in front of her friends. How sad, I thought. Here we are in one of the most complex and busy control facilities in the world, whose fame and reputation for "moving the tin" is respected and acknowledged around the globe, standing here with one of the best of the best controllers, and she's embarrassed to be recognized as an air traffic controller. What's wrong here?

The irony of all of this is the fact that the system is light years better than it was in 1981. The workforce is superior both as people and as controllers. They move more airplanes, more safely, more expeditiously and are more service oriented than the pre-strike bunch. They are better dressed, display more personal pride, and most are better educated. They have adapted without benefit of years of experience to all the new aircraft that are making the job significantly more difficult. The speeds of the new aircraft have required a higher level of alertness for possible overtakes. Of course, traffic volume and some of the severest weather to hit North America in recent years play a large role in the complexity of the business as well.

The entire workforce has a great can-do attitude. The pre-strike griping and antagonistic behavior sometimes common back in '81 are gone.



In 1986, the system had 164 days when it moved more than 100,000 operations in a 24-hour period.—Paul Nelson Photo

The controller today is clearly "a cut above."

Some of the facts that need to be published include the fact that the system, which has been so openly criticized, had 164 days in 1986 when it moved more than 100,000 flights in a single day. This compares to 103 days in 1985. We have a workforce that is almost 80% post-strike employees and they moved more traffic in 1986 than ever before, with less full performance level controllers than pre-strike, and in one of the worst weather years in our history. The people are more relaxed and enjoy their jobs a great deal. They could enjoy the profession a lot more if the doomsdayers would bury yesterday and accept the fact that the air traffic control system has not only survived, but has prospered and grown despite the attitudes of some politicians and yellowsheeters.

Where is the respect and thanks of the nation? Would Congress really force the FAA to hire back people who committed an act of treason against America? Hire back people who tried to hold the USA hostage? And if Congress did will it, how can we explain the logic and fairness to our new workforce? How can we explain it to the old guard and first level supervisors who lost three years or

more of their life holding the system together, teaching, training, coaching, struggling and patiently waiting for the new breed to come up to speed so that they might get two days off in a row? What about those who wanted to retire but held on to help us out? Aging people who after thirty years of pushing traffic, weary but dedicated to their country and to aviation, stayed longer than they wanted to because the nation needed them. What about all those people who did not have the one thing to give their children that they needed the most—time. There were a lot of wives and sweethearts that didn't get their fair share of attention either.

The future of air traffic control and the evolutionary development of the world's finest air traffic control system can be found inside a small baton that is being passed from the hands, minds and traditions of the past to those shining, new, and intelligent people entering the system today. Only 20% of my workforce is from the barnstorming days when the FAA was developing. We had few rules and few procedures. The business did not have the complexities or the traffic densities of today. Almost all of the 20% I speak of are eligible for retirement.

There are a few of us around in

Continued at top of page 11 ➔

our forties. We are the baton that ties together the barnstormers of the past and the airspace management specialists of the future. It is our responsibility to prepare this young, enthusiastic, energetic, and innovative talent to take over the air traffic control system, its services and management. The challenge of limited time and paltry fiscal resources make this task as challenging as the strike recovery was itself. Fortunately, the materials we have to work with, the new generation of control-

lers and supervisors, are of the highest quality. Therefore, the chances of our success are more than just optimism.

IF the nation and our congressional leadership could find a way to stop flaunting the past—August 3, 1981—at our every turn; IF the media could somehow find a way to report the successes of today instead of the failings of yesterday; IF the doomsdayers would only take the time to realize and accept the fantastic accomplishments of these

new controllers; IF we in the FAA could stop apologizing for air traffic delays when in fact we are impressed with the volume of airplanes our people move each day; THEN maybe we can get on with the future by attacking today's problems and tomorrow's challenges. The time has come for us to put to rest that infamous day in 1981. Let us stand and applaud the amazing accomplishments of these first rate people! ←

Guam Folks Aid in Navy Beautification Program



Carlita Riberal, left, and Ruby Prunesti, right, residents of FAA Guam Housing, are presented Letters of Appreciation for their contributions in keeping the housing area clean. They were cited for their efforts in enhancing the U.S. Navy's beautification program. S. Okada, center, U.S. Navy Public Works Center Family Housing Department Manager, makes the presentation.

IN REPLY REFER TO
13 March 1987

DEPARTMENT OF THE NAVY
U.S. NAVY PUBLIC WORKS CENTER
FPO SAN FRANCISCO 96320-2850

From: Mr. S. Okada, Housing Manager, Family Housing Department, Northern Branch,
U.S. Navy Public Works Center, Guam
To: Mrs. Ruby Prunesti, Resident of FAA Housing
Via: Mr. Herbert E. Caviness, Director, Facilities Management Division, Family
Housing Dept., U.S. Navy Public Works Center, Guam
Subj: LETTER OF APPRECIATION

1. While a resident in Navy Family Housing at 208A Karen Drive, FAA Housing Area, you have proven to be an exemplary tenant regarding the beautification of our base housing.
2. You have been walking a mile and a half practically every day to keep trim and be in good health. Recently, you have been noticed to be picking up debris along your route of daily walking.
3. Your desire to keep our area clean has not gone unnoticed and has really enhanced our beautification program.
4. I wish to take this opportunity to express my sincere appreciation to you, who have contributed in your own unique way to help keep our base clean and presentable.

S. Okada
S. OKADA

FIRST ENDORSEMENT

From: Director, Facilities Management Division, Family Housing Dept., U.S. Navy
Public Works Center, Guam
To: Mrs. Ruby Prunesti, Resident of FAA Housing
Subj: LETTER OF APPRECIATION

1. Forwarded with pleasure.
2. The Family Housing Dept deeply appreciates your concern to keep our base clean and presentable.

H. E. Caviness
H. E. CAVINESS

DEPARTMENT OF THE NAVY
U.S. NAVY PUBLIC WORKS CENTER
FPO SAN FRANCISCO 96320-2850

From: Mr. S. Okada, Housing Manager, Family Housing Department, Northern Branch,
U.S. Navy Public Works Center, Guam
To: Mrs. Carlita O. Riberal, Resident of FAA Housing
Via: Mr. Herbert E. Caviness, Director, Facilities Management Division, Family
Housing Dept., U.S. Navy Public Works Center, Guam
Subj: LETTER OF APPRECIATION

1. While a resident in Navy Family Housing at 198 North Ocean View Drive, FAA Housing Area, you have proven to be an exemplary tenant regarding the beautification of our base housing.
2. You have been walking a mile and a half practically every day to keep trim and be in good health. Recently, you have been noticed to be picking up debris along your route of daily walking.
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H. E. Caviness
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U.S. Department
of Transportation

Federal Aviation
Administration

April 17, 1987

Western-Pacific Region

P.O. Box 92007
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Los Angeles, CA 90009

FAA Speaks Out

(Editor's note: In response to a recent televised broadcast on CBS, Regional Director Mac McClure wrote a "protest" letter to the executive producer of "West 57th Street." The letter speaks for itself, and INTERCOM shares it here with you.)

Mr. Andrew Lack
Executive Producer
West 57th Street
CBS News
555 W. 57th St. (8th Floor)
New York, NY 10019

Dear Mr. Lack:

We at the Federal Aviation Administration are extremely disappointed with the West 57th Street episode which aired Monday, April 13, featuring FAA's drug investigation of controllers at the Air Route Traffic Control Center at Palmdale, California.

We cooperated and spent a great deal of time with your producers, Tom Yellin and Ty West, in Los Angeles. Wayne Newcomb, our Air Traffic Division Manager, in a lengthy, on-camera interview with the producers, explained the agency's drug policy and expressed our concern for protecting the identities of the individuals involved in the off-duty drug use investigation. Prior to this interview, we emphasized that it would be inappropriate and we could not comment on the individual cases or on specific evidence gathered during the investigation.

During his interview, Mr. Newcomb repeatedly emphasized our interest in protecting the reputations and future careers of each individual person involved. He further stressed the agency's responsibility to relieve any employee from safety-related duties while such an investigation is taking place. Very little of that interview was shown to your audience.

Instead of being the subject of objective reporting, we became the object of selective reporting that embarrassed our employees and our organization, and appeared as a deliberate attempt to mislead the public. We feel that this was a great disservice to both Mr. Newcomb and the integrity of the FAA and the Air Traffic System.

Indeed, it is our opinion that your program was an affront not only to all government employees, but to the West 57th Street program as well.

H. C. McClure
Director