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

Western-Pacific Intercom

Dear Controllers,

Having an avid interest in aviation, I've paid particularly close attention to the ongoing and seemingly never-ending reports in the press regarding your profession. I also share in the concerns that many of you have with the present and future status of air travel.

In order to pursue my fascination with aircraft and such, I persuaded my wife that I was deserving of a scanner that would enable me to monitor the air band. As a result, I have been able to listen in as you and your associates in other areas go about your duties. Let me say that I am extremely impressed with your skill and professionalism.

Both my residence and place of employment lie almost directly under the approach to Ontario Airport. I usually monitor approach frequency 127.00. After listening in for a few months, I've come to the conclusion that both your staff at the TRACON and controllers at other facilities (such as LAX) are to be commended for the manner in which they perform their duties.

I have listened as pilots with problems ranging from temporary disorientation to engine emergencies have been guided safely to their destinations. I have sympathized with the frustrations of your job, everything from pilots turning the wrong way to pilots never checking in with you. At the same time though, I understand the frustrations of pilots as they try to do their job. Through all this, I have yet to hear one of your staff lose their patience or temper (well maybe once).

Although I realize that the problem of ever-increasing traffic, tighter and tighter schedules, and deregulation won't go away, I am confident that through your efforts the safety of air travel will not be compromised. I strongly agree that the funds which are currently being held in trust by our government should be put to work. I sincerely hope it will not take a tragedy to convince the government of the need for improvements.

I have gained admiration and respect for not only air traffic controllers, but pilots as well. It is unfortunate that the media finds it necessary to dwell only on the negative, ignoring the positive. I for one am thankful for your dedication and concern. The knowledge that you're there is a great comfort whenever I or a member of my family is an airline passenger.

Sincerely,

Erwin Loveland, Jr.

McArtor Sworn In

T. Allan McArtor was formally sworn in as FAA's tenth Administrator by Transportation Secretary Elizabeth Dole on July 27.

McArtor told his audience that "FAA's leadership must continue to adapt to the demands of modern human resource management... We can not overlook the human dimension of technological change as it affects any of our team members."

He noted that Secretary Dole has pledged to do everything in her power to provide the material resources needed for FAA to do its job and added, "I am confident that you (in FAA) -- through your competence and commitment, your concern and your courage--will rise to the challenge of sustaining aviation progress as we form a firmer foundation for a fabulous future."

A graduate of the Air Force Academy, McArtor flew over 200 combat missions in Vietnam and later was part of the elite "Thunderbirds" precision flying team. Prior to his FAA appointment, he was Senior Vice President of Telecommunications for Federal Express.

Among the new faces the 45-year-old McArtor is bringing with him to serve on his personnel staff are Michael Goldfarb from DOT's Office of Commercial Space Transportation, and Don Brown and Janet Morrow, both from Federal Express.

Leave Transfer Test Conducted By OPM

The Office of Personnel Management (OPM) is going ahead with the leave transfer program that could have a substantial effect on FAA employees. FAA's Ed Curran, Director of the Office of Personnel and Technical Training said if the test program proves successful and is ultimately adopted for general use, Federal employees will be able to accept annual or sick leave donated by co-workers for serious medical or other hardship situations.

During the test OPM will make a study of the feasibility, desirability, and cost of permitting this kind of transfer.

Delta Inspection Begins

A special FAA surveillance of Delta Air Lines operations and training programs began July 23 under the leadership of Marion Dittman of the Western-Pacific Region's Flight Standards Division. Dittman formerly was the Principal Operations Inspector for Continental Air Lines.

Following a briefing by Flight Standards officials in Washington headquarters, Dittman joined the other six team members at Delta's home base in Atlanta to begin the three to six weeks data collection phase. Team members were drawn from six different regions and Washington headquarters. They are: Gene Houtz, Kansas City FDSO; Anson Gray, Grand Rapids GADO; Earl Culver, Valley Stream (NY) ACDO; Dexter Taylor, Dallas/Ft. Worth ACDO; Robert Januzzi, Seattle FSDO; and Roy Grimes from Hq. AFS.

Thought For The Day

How we treat each other is just as important as what we get done.

Adlai Stevenson

Western-Pacific Intercom

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Standards Mandatory

Effective Aug. 1, all FAA supervisors and managers will be rated increasingly on their performance in human resource management.

The new performance standards require that a minimum of 30 percent of supervisors and managers annual ratings be based on their accomplishments in Employee Performance Management, Employee Involvement and Equal Employment Opportunity. The recommended weights for each of the three critical job elements are 15%, 10% and 10%, respectively, for a total of 35%.

Developed by FAA's Office of Organizational Effectiveness, the new performance standards are outlined in Order 3400.19. Copies were distributed to all affected employees in May.



FAA Visible At Oshkosh

Once again, FAA will be taking advantage of the big crowds expected at the Experimental Aircraft Association's annual fly-in that begins July 31 at Oshkosh, WI, to push its theme of "Aviation Safety through Education."

On display will be FAA's restored DC-3 in its original Civil Aeronautics Administration colors that has proved a popular favorite at other air shows over the past two years. Pilots also will have an opportunity to fly the FAA "Vertigon," which demonstrates the effects of vertigo on flying skills. In addition, aviation safety seminars will be in session continuously in the FAA Forum Tent.

Meanwhile, a special team of FAA controllers in the Oshkosh tower will be keeping traffic at the air show moving and this year, for the first time, will have a satellite tower providing assistance in handling overflow traffic. This tower is mounted on a truck at nearby Fon du Lac Airport.

News In Brief

* Secretary Dole has told Congress that approval of FAA's FY 1988 supplemental budget request for 955 additional air traffic control personnel will create more "room at the top" for full performance level (FPL) controllers. The Secretary said most of the 375 supervisory and other non-controller positions in the FY '88 supplemental request, as well as the 50 supervisory positions in the regular appropriations request, "will be filled by promoting FPL controllers." Dole closed her presentation before the Senate Appropriations Subcommittee on Transportation by urging passage of the FAA budget saying "we do not propose to economize on safety."

* NAS Plan improvements and opportunities will be discussed at the Third Annual FAA Research Engineering and Development Conference in Washington August 18 and 19. Users will be told how benefits from NAS Plan subsystems can be expanded and ask for recommendations on where additional R&D is needed.

* Secretary Dole and FAA Administrator McArtor were among the principal speakers at the DOT Conference on Drug Abuse in Transportation at Northwestern University in Evanston, IL, July 23 and 24. Other speakers focusing on prevention programs included Richard Stone from the Airline Pilots Association and authorities from TWA, American and United Airlines.

* The Associate Administrator for Administration Brooks Goldman reminds employees again that they must file their W-4 forms by October 1. Tax exemptions for those who fail to file will automatically be changed to one for a single person and two for a married person.

Directive Cancelled

The San Diego AFSS Transition Plan, Order WP 7233.8B, is cancelled.

For more information, please contact Bill Lee, FTS 984-1704.

New England Office Wins Certification Award

The New England Region is the home base of the winner of the 1986 National Aircraft Certification Office Award.

ANE's Engine Certification Office was the unanimous choice of the selection board for accomplishing some of the most sophisticated and technologically advanced certification program in FAA's history. For example, the office certificated the new Pratt & Whitney 4000 engine, which is the most powerful and the electronically advanced engine in existence today.

In addition, the office was instrumental in following multi-national programs and certificated engines built by the U.S. in cooperation with other countries. It also cited for initiating positive programs in support of the Equal Employment Opportunity Program and the agency's Human Relations Policy.

Bakersfield Facilities Assist In Air Race Classic

Bakersfield Air Traffic Facilities were on hand to assist in the recent Air Race Classic. Contestants in the race began arriving in Bakersfield early in order to allow time for pre-race planning and festivities. The race, an all-woman event, began at Rio Bravo Airport and concluded four days later at Greenville, South Carolina. There were 34 aircraft competing; however, in spite of significant weather problems enroute, all but one aircraft finished.

Operational assistance was provided by Bakersfield Tower and Flight Service Station personnel. Controller Frank Ferrera operated a temporary tower for arrivals prior to the race. Race departures were handled by controllers George Penrod and Steve Hoffman. FSS specialist Jerry Lamb conducted a weather briefing for all participants, and flight planning coordination was handled by Paul Stempel and Mike Lammes.

Houston Host On Line

The Host computer program continues to go like clock work with the Houston air route traffic control center becoming the second enroute facility to cut over to the new system on July 21.

The old IBM 9020 at Houston has been relegated to a second back up mode behind the Direct Access Radar Channel (DARC) and will be phased out entirely once the Host computer has accumulated sufficient operational experience.

Host deliveries now have been completed at 11 centers with Miami next in line. Seattle was the first enroute facility to achieve full operational capability with this equipment.

Host Branch Manager Art Simolunas of the Advanced Automation Program Office said the on-time performance record is the result of careful planning and preparation at all levels. Included were early visits by field personnel to the Technical Center for training on the first Host installation.

In addition, a joint team of automation, maintenance, air traffic, and IBM experts provided on-site briefings at each of the centers. Once Host deliveries had begun, controllers and technicians from around the system were brought into those sites that had the equipment for a firsthand look.

Simolunas also credited a general feeling of cooperation from all various organizations involved for the continuing success of the program.

"Batter Up!"

It's not "whether you win or lose, it's how you play the game!" Hawthorne Flight Service Station didn't exactly win when playing against Japan Airlines at La Palma Central Park, but the action provided great fun with a promise of a repeat in the near future. Fourteen FSS'ers, their guests and their as opponents finished up with a picnic of hot dogs, hamburgers, tortilla chips, pizza and soft drinks. Overheard were comments like, "Wow, that Elaine can really play ball!" and "Boy, we need to get into shape!" Anybody wanting to challenge the team may contact Robbie at 213/679-0878.