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Western-Pacific Intercom



**Edwards RAPCON Employees
Accomplish Tree—Mendous Job**

Cover Story

by Shar Harris

Edwards RAPCON

AFSFO Automation Manager

The Edwards RAPCON roof was in dire need of repair. We had already had one close call when heavy rains came last winter. The Environmental Engineering Section, AWP-464, developed several plans to get the communications antennas moved from the roof so that the roof could be properly repaired in the shortest possible time. The plan agreed upon as most expedient required that the courtyard at the RAPCON be removed. Unfortunately this would mean the destruction of a concrete wall, concrete benches, and two 25-year-old mesquite trees.

The crews arrived at the RAPCON to begin the project. However, only two RAPCON people were aware the courtyard was to be destroyed, but they had agreed since it appeared to be the quickest plan. Soon others learned that the trees were to be cut down. They decided to try to save the trees since the only other foliage on the grounds included a few small shrubs and a fir tree.

A combined Air Traffic and Airway Facilities petition was circulated to determine the extent of the people's concern, and a phone call campaign began. Nearly everyone contacted agreed to the shame of cutting down the trees, but stressed the urgency of getting the roof repairs done. The RAPCON folks were assured, however, that if a better plan was found, it would be considered. After a quick brainstorming session in the courtyard (with the trees providing inspiration), a plan was developed which did not require the destruction of the courtyard or the trees.

By that afternoon, the new plan was called in to the Regional Office.

The R.O. not only considered it, but adopted the plan with the utmost speed. On the next workday, an engineer was at Edwards RAPCON with a set of drawings.

He quickly finished up with his work, and the crews started by the afternoon.

Many people throughout the agency responded to the Attitude Survey with the comment "Why should I bother? Management doesn't care what I think." There is now a living memorial at Edwards RAPCON to the fact that in the Western-Pacific Region, HR isn't just another acronym -- management cares what the people think, listens to their concerns, and takes action.

Cover photo: A tree-mendous job! Edwards RAPCON folks put their heads together to save their courtyard trees. Those who helped devise the action plan include (seated) John Hopkins, Leslie Strehlau, Joe Diggie, Pat Faux, Dee Rawlings, Shar Harris; (standing) Terry Ham, Phil Stange, Lonnie Freyler, Louise Finch, Kathy Smith, Dennis Hambrick, Lucius Hope, Sandy Detherage, Mac Hayes, Ron Brady, Dave Roberts, Rex Maclean; and (in tree) Carl Sagerquist.

"Management cares what the people think, listens to their concerns, and takes action."

Western-Pacific Intercom

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Meet Richard Morrison

FAA Coordinator San Fernando Valley, Calif.

Richard "Dick" Morrison was born in Steubenville, Ohio, and remained in the Buckeye State until moving to California in 1952. Graduated from Brea-Olinda High School in Orange County, Dick attended Fullerton Junior College and Mount San Antonio Community College. He then served four years in the U.S. Air Force as an air traffic controller.

Following his military service, Dick began his career with the FAA as an air traffic controller at Los Angeles Tower/TRACON in 1960. Other FAA assignments have included three years as manager of Hawthorne Tower; two years as a specialist in the Airspace and Procedures Branch, AWP-530; and five years as assistant air traffic manager at Burbank Tower/TRACON. Since 1986, Dick has been assigned as manager of Van Nuys Tower.

Outside interests include golfing, relaxing at his mountain cabin, and singing with a barbershop quartet as a member of the Society for the Preservation and Encouragement of Barbershop Quartet Singing in America (S.P.E.B.S.Q.S.A.).



Dick and wife Nancy have two daughters Denise and Lisa, and one granddaughter Pamela (Dick's pride and joy). Denise and her husband Jim and daughter live close by in Temple City, while Lisa lives in Las Vegas and works as an Animal Health Technician for a Veterinarian Hospital.

Inspector Luehring Earns Award At Honolulu FSDO

Aviation Safety Inspector Dave Luehring of Honolulu Flight Standards District Office receives an Outstanding Performance Award from Supervisor Sam Inouye.



FAA Supports Park Bill

FAA issued two NOTAMs on September 2 to implement portions of the National Park Overflights Act of 1987 and will publish the prohibitions in both the Airman's Information Manual and the Airport Facility Directory in the November 19, 1987, issues. The bill was signed into law by President Reagan on August 18. The first NOTAM prohibits flights over Yosemite National Park in California to 2,000 feet above ground and the second prohibits flights over parts of Haleakala National Park in Hawaii below 9,500 feet above sea level. These prohibitions will remain in effect while the Department of Interior studies airspace problems over National Parks.

In addition, the legislation directed FAA to implement an aircraft management plan at the Grand Canyon where last year's collision of an airplane and helicopter killed 25 people.

The plan, which will be based on the Department of Interior study, is expected to prohibit most aircraft from flying below the rim of the canyon.

FAA must also conduct surveillance for 180 days over the Minnesota Boundary Water Canoe Wilderness Areas. Currently flights below 4,000 feet in these areas are prohibited.

On a continuing basis, FAA will be responsible for enforcement actions regarding violations of the Yosemite and Haleakala prohibited airspace areas.

In Memoriam

Leland Patrick Hughey

We are saddened to report the death of Leland Patrick "Pat" Hughey, retired Deputy Area Manager of the Western Region. He died in a Seattle hospital on September 17 following a fight with cancer. Pat had served the FAA for many years in the Airway Facilities Branch. Our sincere condolences to his family.

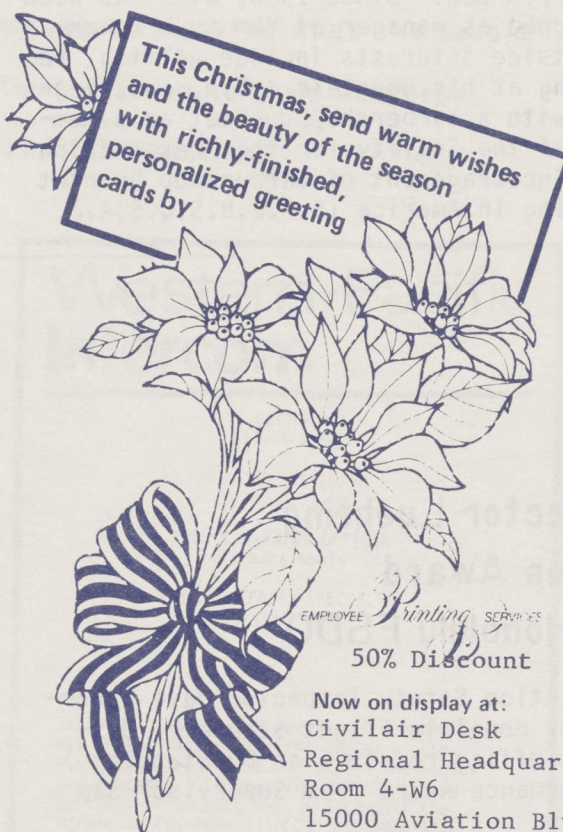
Zoofari Club Discount Cards Offered By Civilair

Civilair has Zoofari Club cards available for any FAA employee or retiree. The card offers a year-round savings at both San Diego Zoo and San Diego Wild Animal Park.

Card holders save \$1.50 for adults and \$1 for children. At the Zoo, the discount is on the Deluxe Tour ticket package and at the Wild Animal Park on the Nairobi ticket package. This is explained on the card along with maps of how to get to both attractions.

On each visit to the Zoo or Wild Animal Park, card holders receive a Privilege Pass coupon application when the card is used. When two coupons are collected, card holders redeem them for a Privilege Pass, good for a complimentary return visit valid through the current year at either the Zoo or Wild Animal Park.

To get your card, contact your Civilair rep, or call Chairperson Linda Murray at 213/297-1697.



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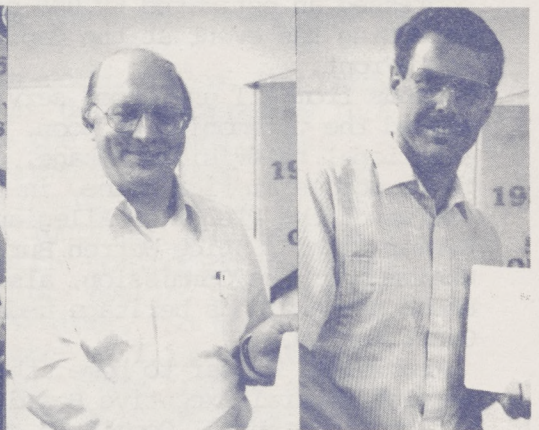
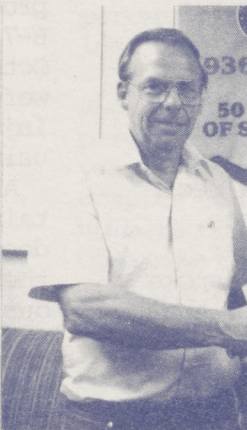
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Mt. Laguna

AF Sector Field Office

Presents Awards

Several employees at the Mt. Laguna AFSFO were honored at a recent all-hands meeting held at the facility. Noboru Kito (left) received a Quality Within Grade, presented by Manager John Scott. Receiving Special Achievement Awards are (from left) Ken Donham, Charles Hawes and Charles Leix.



EPGs Rate

Over 81 Percent

The Human Resource Management Division recently surveyed Employee Participation Groups (EPG's) to learn about positive impact and possible training needs. Data was gathered about the number and type of EPG's in the facility, the names and number of members, terms of office and how often terms were rotated.

To get a reading on level of activity, each EPG was asked what percentage of recommendations submitted were adopted. Of 82 facilities and organizations responding, the Facility Advisory Boards (FAB's) and the Human Relations Committees (HRC's) reported that 83 percent of their proposals were adopted; an EPG-type combining HRC's with FAB's reported that percent were adopted; the Supervisory Committees (SUPCOM's), 77 percent; the Facility Air Traffic Terminal Advisory Committees (FATTAC's), 83 percent and the "Others" group reported 33 percent. This means that for all the EPG's in the study, an average of 81.6 percent succeed in having their proposed suggestions implemented.



Photos: Mesa Tower, top, and Prescott FSS EPG's recently participated in the regional survey to determine the group's success.

FAA And Nation Celebrate Constitution's 200th Year

FAA personnel joined millions of Americans September 16 in a "Celebration of Citizenship" sponsored by the National Commission of the Bicentennial of the Constitution. President Reagan addressed an estimated 60,000 people attending the event at the Capitol's West Front.

Bands from all uniformed services opened the ceremonies at noon. Through a national television linkage, classrooms across America joined in a recitation of the Pledge of Allegiance. Former Chief Justice Warren Burger, Chairman of the Commission, also spoke about the nation's heritage under the Constitution.

Meanwhile, closer to home, the Los Angeles Federal Executive Board Constitution Bicentennial Committee sponsored a naturalization ceremony at Independence Hall at Knott's Berry Farm in Buena Park, Calif. Here, 100 citizens from 30 diverse countries--including Italy, Russia, Iran and China--took the oath of citizenship as a living testament to the freedoms guaranteed by our Constitution. Representing the FAA Western-Pacific Region, Public Affairs Specialist Elly Brekke served as Chairperson of Public Information Sub-Committee for the event.

These ceremonies opened a five-year celebration authorized by the Congress in 1984. On September 17, additional ceremonies were also held in Philadelphia, where the Constitution was adopted and signed two-hundred years ago.

Flight Standards Division Awards

Congratulations to the following Flight Standards folks who earned awards: Special Achievement Award (Special Act) -- Ronda O'Donnell, AWP-200, and Michael Suazo, Los Angeles Flight Standards District Office.

Letters of Appreciation -- Edward Hammonds, Fresno FSDO and Robert Trout, Las Vegas FSDO.

Excessive Approach Speed Was Probable Cause

The National Transportation Safety Board (NTSB) has determined that the captain's failure to stabilize his approach and excessive speed during the approach to a wet runway was the probable cause of the Piedmont Airlines B-737 crash at Charlotte, N.C., on October 25, 1986. Although there were no fatalities, passengers were injured and had to evacuate the plane using emergency chutes.

Also cited as causes were the captain's failure to use the plane's deceleration devices optimally and the lack of effective crew coordination during the approach.

Factors contributing to the severity of the accident were the poor frictional quality of the runway and a concrete culvert located 318 feet beyond the end of the runway that the aircraft hit.

Recommendations stemming from the accident investigation included a requirement that airport managers remove obstacles adjacent to runways and correct runway conditions that do not meet recommended friction criteria.

Community Support For Airports

The Office of Airport Standards has issued the Advisory Circular AC 150/5050-7, Establishment of Airport Action Groups, designed to help airport users and operators marshal community support for their airport and foster understanding of the vital role it plays in local affairs. When organized, the groups can actively participate in promoting the benefits of airports and aviation to the community and in working to enhance airport safety.

The circular notes: "In many cases, opponents and detractors of an airport are all too visible and vocal while the users and benefactors are relatively docile and silent.

The creation of airport action groups can help balance the scales against airport opponents by being in a better position to demonstrate to communities the diversified role and economic and social importance of an airport."

REP Issued For Advanced Automation System

In a major step forward, FAA issued requests for proposals to IBM and Hughes Aircraft on August 31 for the acquisition phase of the \$3-billion-plus Advanced Automation System (AAS) of the National Airspace System Plan. This is the biggest procurement in the NAS Plan.

The AAS will provide new controller work stations called Sector Suites, new computer software, a local communications network, and new processors. These improvements will give the air traffic control system the capacity to handle the projected traffic load into the 21st century and the capability to perform the new functions to be introduced into the system through the 1990s.

The REP will lead to the award of a production contract to one of the two companies in the summer of 1988. The two companies have been developing competing designs since the "design competition" phase contracts were awarded in August 1984.

Once the contract is awarded, the AAS will be developed and deployed in four major steps: (1) the initial sector suite system will be implemented to provide new controller work stations; (2) new hardware will provide terminal advanced automation capabilities; (3) new control complexes will be implemented to provide automation support in air traffic control towers; and (4) additional software will be implemented in the area control computer complex to provide capability for integrated en route and terminal control operations.

Wenzl Marks 30 Years

Congratulations to Joe Wenzl, Tucson Flight Service Station Specialist, who recently received his 30 year career service emblem.

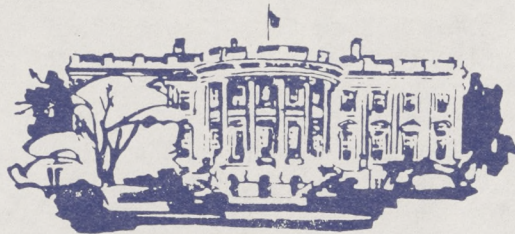
Flight Delays Drop

Flight delays in the nation's airport and airway system dropped 32 percent in August from the previous month, according to preliminary agency figures. It was the largest monthly drop since January.

The August delay figure was also 23 percent below the number for August of last year.

In the four-month period, May through August, flight delays dropped by 10.6 percent from the same period last year. This record has been achieved despite continuing increases in the numbers of flights and implementation of a new traffic monitoring system in airspace sectors nearing capacity or impacted by weather. So far this year, the number of flights handled by FAA's 20 air route traffic control centers is up five percent over 1986.

FAA Administrator Allan McArtor credited the efforts of the air traffic controllers for the improvement in the delay situation as well as the continuing impact of the agency's Expanded East Coast Plan that went into effect in mid-February and created new arrival and departures routes for the New York airports. He also cited the airline scheduling talks called by Secretary of Transportation Elizabeth Dole in March and April that resulted in shifting approximately 1,000 flights at the nation's busiest airports to less congested time slots.



Fogelman Earns SAA

Congratulations to Wayne Fogelman, Controller at Sacramento Metro Tower, upon receiving a Special Achievement Award for his invaluable contributions to the facility.

Area Supervisor Lee Wingard made the presentation to Wayne.

True Or False: Air Safety Is Worse Than Ever

By Robert E. Machol

At the turn of the century, newspapers discovered they could "create" a crime wave or a web of government corruption simply by printing front-page stories about it day after day. Before long the crime wave or corruption became a "fact" with important political repercussions.

A similar thing is happening this year with respect to aviation. Repeated media coverage of delays, near-midair collisions and the like have led to widespread acceptance of the "fact" that the safety of commercial aviation has deteriorated to unacceptable levels. Even cartoonists are poking fun. A recent Herblock cartoon is typical: A bedraggled passenger leaving an airplane remarks, "An uneventful trip--one near collision in the air after six near takeoffs on the ground."

Is the aviation system really so much worse today than in the past? Consider the following quotation:

"During peak hours there could be as many as 175 planes simultaneously airborne over New York terminals - but crowded radarscopes, jammed posting boards and nerve-racking situations were becoming commonplace. Civil airliners carried 42 million passengers, more than three times the number registered a decade earlier. Scheduled carriers completed their fifth consecutive year with a fatality rate below one per 100 million passenger miles. But the impressive statistics could not camouflage the continuing rash of near misses or the narrowing margin of safety in the face of traffic proliferation.

"During the last four months of the year, there were 452 near collisions over the continental United States. One hundred of the incidents occurred over the nation's 11 largest metropolitan areas--the top danger spots were Los Angeles (22), Washington (21), San Francisco (14), and New York (13).

"The congressman from Delaware chanted a familiar refrain: 'The plain truth is that near collisions in midair, of disastrous proportions, are being narrowly averted every day only by the emergency

action of skilled pilots or by providence.' Delayed schedules, canceled flights, and wasteful circling due to the traffic control limitation were costing the airlines millions of dollars annually."

Sound familiar? It shouldn't--not unless you're acquainted with the situation in 1956, which is what the passage above describes. I have copied it (with some deletions) from "Take-Off at Mid-Century," a history of aviation by Loyola University professor S.I. Rochester.

In 1956, civil airliners in the U.S. carried only 42 million passengers, compared with the more than 400 million they carried last year--10 times the load. Moreover, planes travel twice as fast today as in 1956, which makes air traffic control much more difficult; and the airports in the cities mentioned above are no bigger now than they were in 1956. (Lack of airport capacity leads to most of the delays.) Nevertheless, the fatality rate during the 1980s has been well below one per billion passenger miles, compared with one per 100 million passenger miles in 1956.

Alice said to the Red Queen, "In our country, you'd generally get to somewhere else--if you ran very fast for a long time." "A slow sort of country," responded the Queen. "Now, here, you see, it takes all the running you can do to keep in the same place."

The Federal Aviation Administration is doing "all the running it can do," which is why the system handles 10 times as many passengers today as in 1956, in much faster planes, with one-tenth the fatality rate. It is inevitable that there will be occasional aviation tragedies, such as the recent crash near Detroit. But scheduled air carriers are still the safest form of transportation known to mankind.

If there are adequate resources for the FAA to hire and train controllers, inspectors and technicians, to improve airports, and to develop and procure new equipment, the U.S. aviation system will continue to improve and to serve the economy and the American people extraordinarily well.

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