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Riverside: Regional AFSS of the Year

by Lee Daniel
Controller, Riverside AFSS

The Riverside Automated Flight Service Station (AFSS) was recently visited by Merle Clure, acting Air Traffic Division Manager. During his visit, Clure presented the 1989 Western-Pacific Region Automated Flight Service Station Facility of the Year plaque to Norman Hopkins, Air Traffic Manager. During the presentation Clure stated, "Even though this presentation is a little late, I am very proud to present Riverside AFSS with this award. The dedication and professionalism demonstrated by the personnel at Riverside AFSS make us all proud to be in the FAA family."

Riverside AFSS was selected as the Western-Pacific AFSS Facility of the Year for outstanding contributions in the following categories: operational efficiency, employee development, resource management, communications, external relations, professionalism and employee morale.



Photo by Charles Stewart

Admiring the plaque from left: Assistant AFSS Manager Jerry Marcum, Acting Air Traffic Division Manager Merle Clure and AFSS Manager Norm Hopkins.

After the presentation, Clure was given a tour of the AFSS. He said he was pleased with the appearance of

the facility and also with the professionalism and pride demonstrated by all personnel.

Locality Pay is a Reality

Thanks to the Office of Personnel Management (OPM), federal employees in the Los Angeles, San Francisco and New York areas received a locality pay increase effective January 13, 1991.

The eight percent locality raise is in addition to the 4.1 percent annual pay increase received by all federal employees nationwide.

FAAers whose official duty station is in any of the following counties in California will be receiving the eight percent locality raise (in addition to the 4.1 percent): Los Angeles, Orange, Riverside, San Bernardino, Ventura, Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Santa Cruz, Sonoma, Napa and Solano.

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600,000 More Square Miles New York Enroute Center Expands Coverage

By February, the New York enroute control center will be responsible for several million square miles of North Atlantic and Caribbean airspace extending south to South America and east to the Azores.

As the last phase of restructuring, the Oceanic Control Area is preparing to absorb more than 600,000 square miles of airspace now handled by the Miami and Boston centers.

This follows a momentous move in September 1989.

In the wake of Hurricane Hugo, New York Center took over a million square miles of former San Juan airspace with only one hour's advance notice.

"Having to absorb that airspace before we were ready for it delayed our preparation for orderly assumption of parts of San Juan, Miami and Boston airspace in an FAA effort to consolidate all Atlantic oceanic air traffic control into one facility.

"This is to help us get ready for eventual assumption of the system through the use of satellite technology," said Oceanic Control Area Manager Bob Howard. "Now we are back on track toward that objective."

Miami transfer. The Miami transfer, involving the shifting of one nonradar sector, took place in the middle of December. The Boston move, involving parts of three radar sectors and off-shore space extending from New York to east of Nantucket Island, will follow in February.

Data from a radar at North Truro, Mass., on Cape Cod will be transferred from Boston to New York.

Under the present North Atlantic procedures, oceanic area air traffic controllers must work out a "full oceanic route clearance" for each departing flight. The clearances are then issued by Boston controllers.

New York controllers take over when aircraft pass from radar control into oceanic airspace east of Nantucket.

Under the new system, New York oceanic controllers using radar screens will talk to pilots and issue clearances. "This will give them total control, not having to wait until the airplanes get to the oceanic perimeter before deciding what has to be done," Howard explained.

Because of constant shifts in the west-to-east jet stream, North Atlantic routes change every twelve hours.

To make sure controllers on the ground and pilots in the air have exactly the same details for the full oceanic route clearances, they exchange information verbatim, a process that can be quite lengthy.

Complex traffic control. Oceanic air traffic control, complex even prior to deregulation, has become more so because of the phenomenal growth of flight from inland airports.

Developed prior to jet aircraft, gates in and out of trans-Atlantic flight paths exist only in the areas of Boston, New York, Atlantic City and Norfolk.

This means that international flights originating in such cities as Raleigh-Durham, Youngstown, Baltimore and Dallas have to enter those gates through New York Center airspace.

As a result, flow control measures are often in effect for the western Atlantic. Arriving trans-Atlantic flights are factored into daily traffic management planning, and they show up on aircraft situation displays.

"The trans-Atlantic route structure was not designed to handle the environment we now have, and it needs major modification," Howard said.

Away from radar. Over the ocean and away from radar, aircraft fixes are by latitude and longitude instead of navigational aids. Lateral separation is 60 or 90 miles, and linear separation is 20 minutes.

Pilots normally report their position every hour with the estimated time they will arrive at their next fix. Pilots and controllers converse on Aeronau-

tical Radio (ARINC), a high-frequency band comparable to short wave.

"Domestic controllers can relax when their shift is over," said John Robertson, a nine-year veteran full performance level (FPL) controller in the oceanic area; "but in this work, you might be called after you have gone home because something has gone wrong with an oceanic route clearance you set up."

Plotting and charting is now done by hand, based on radio position reports from aircraft. Flight progress strips are advanced along a control panel in increments representing 10 degrees. Flight paths are plotted on blank charts to determine possible conflicts.

New technology. New technology being tested at New York Center will enable controllers to plan routes and assure proper separation more quickly. One of these is the Dynamic Ocean Tracking System (DOTS).

This is a planning and management

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Wings of Hope "Cleared for Takeoff"

by **Bill McKnight**

Controller, Phoenix Tower

Those of us working in control towers have heard the phrase, "cleared for takeoff" thousands of times. When the phrase is said by a youngster suffering with a catastrophic illness, it takes on new meaning.

On a recent Saturday, Natalie Zeleny and Susan Buskin, both age 10, cleared an airplane for takeoff at Phoenix Sky Harbor Airport as part of the Wings of Hope Foundation aviation program.

Although more than 30 children have participated in the program since its conception in 1989, Natalie and Susan's visit was unique. Their visit was part of a "takeoff" party celebrating Governor Rose Mofford's Proclamation for the Wings of Hope Foundation.

The Wings of Hope Foundation is a non-profit organization designed to help children cope with catastrophic illnesses such as cancer and leukemia. The program provides a one-hour flight in a general aviation aircraft, a starter log book, a certificate of "first flight," a flight simulator ride at a local Air Force base and a visit to Phoenix Tower where each child is issued an "Honorary Air Traffic Con-



Photo by Controller Stan Hanson

Air Traffic Controller Earl Kayser of the Phoenix Tower points out local traffic to Susan Buskin, center, while Natalie Zeleny, right, attempts to follow.

troller" card.

The program creates excitement and enthusiasm for children whose future is at best, uncertain. For the volunteers at Phoenix Tower, this program provided an opportunity to meet some wonderful children.

Earl Kayser of the tower sums it up best. "It's very heartwarming to meet and be able to help these special chil-

dren temporarily escape from their everyday problems. Their optimism and spirit touch us all."

The Wings of Hope Foundation is a rapidly growing organization seeking affiliations with other organizations which serve similar interests. For more information write Wings of Hope, 3003 E. McDowell Rd., Phoenix, AZ 85008 or call 602/275-6000.

News from Tucson Tower/TRACON

Tucson Tower/TRACON has completed a very successful "Operation Rain Check" program. Over 90 pilots attended the program which took place over four nights. Special thanks go to John Kerekes who coordinated the effort as well as to the other folks who helped out.

Kathy Radley, Mike Dorso, Larry Dodge and Maria Ruble received 15-year career service pins and Jim Kemper received his three-year pin.

A retirement dinner is planned for Errol Porter and Gary Munnell on

January 25, 1991. For further information, contact the facility at 602/670-6254.

Welcome abroad to Steve Heywood, Jeff Marzula, Bob and Sharon Perry and Debra Weaverling.

Congratulations to controllers Gina Franks and Diane Williams who recently achieved Full Performance Level.

Washington Runs for Charity

Congratulations to Jack Washington, Las Vegas Flight Standards District Office manager, who recently placed second in his age group in a 5K race. Washington participated in the Sammy Davis Memorial 5K Race to benefit the March of Dimes.

Streamlining the Agency's Business Course Prepares Acquisition Managers for Change

It's not easy to manage the FAA's acquisition of equipment and systems these days, especially when buying the high-tech equipment vital to aviation safety involves meeting more and more complex requirements.

The Office of the Associate Administrator for NAS Development (AND) has developed an eight-day FAA Program Management Core Course to train the 100-plus FAAers selected for the agency's new acquisition program management teams that will streamline the agency's acquisition management process.

Last February, Administrator James Busey announced decisions on actions to improve the FAA acquisition management process. By Octo-

ber new program managers were selected and chartered by the Administrator as part of the agency's acquisition management improvement action.

New business managers will soon be selected, and functional organizations are designating associate program managers to support the teams.

To ready these employees for their new jobs, AND's first Program Management Core Course took place from December 10 to December 19.

Additional classes will run from January 7-16, January 22-31, February 11-21, February 25-March 6 and April 8-17.

Specifically, the course gives team members an overall understanding of

the FAA's acquisition environment, including the roles and responsibilities of team members and organizations involved in the acquisition process and the resources and capabilities from which team members can draw.

It details the agency's acquisition management process and the practices of supporting disciplines.

Team members are also informed about basic skills and dynamics associated with effective teamwork.

Key people in the Department of Transportation and the agency also participate as guest speakers and talk to classes about their emphasis, expectations and concerns.

In Memory

Robert C. Veazey

Robert C. Veazey passed away on December 28 as a result of a heart attack. He was 58 at the time of his death.

Veazey, a former U.S. Navy fighter pilot during the Korean War, served with the Oakland Center for his entire FAA career, which spanned more than 25 years. Veazey joined the FAA in November 1957 and retired in June 1983.

He is survived by his wife, Delores, three children and five grandchildren.

In lieu of flowers, donations may be sent to the Rubicon Childrens Center, 4432 "V" Enterprise Blvd, Fremont, Calif 94538.

Edward J. Wehrle

We regret to report the death of Edward J. Wehrle. Wehrle died at age 52 on December 23 at his home.

Wehrle was serving as an air traffic controller at Ontario TRACON at the time of his death. He worked for the FAA after retiring from the U.S. Navy as a controller. The last six years of his career were at Ontario TRACON.

Wehrle is survived by his wife Marsha and three children. Condolences may be sent to Marsha Wehrle at 32179 Cove Circle Drive, Running Springs, CA 92382.

Our sincere sympathy to the Wehrle family.

Ray B. Smith

We are saddened to report the death of Ray B. Smith on December 1. Smith passed away in his sleep in Hemet, Calif.

Upon his discharge from the U.S. Army, Smith began his FAA career at Lindbergh Field in San Diego in 1946. He later moved to Fresno and helped open the tower there. He transferred to San Francisco and from there to Los Angeles, where he worked in the tower and Regional Office. While working in the Los Angeles Tower, Smith represented the facility in an in-depth study that resulted in the highly successful taxiway and runway layout at Los Angeles International. Smith was known as the man with straight answers when it came to air traffic control problems. His open and friendly personality collected a host of friends. He will be remembered for always having time for everyone.

Condolences may be sent to his widow Shirley Smith, 1354 Jasmine Way, Hemet, CA 92343. The family requests that any memorials be sent to the American Heart Association.

Tucson FSS News

FAAers at Tucson Flight Service Station (FSS) recently treated airport employees, pilots and the general public to a tour of the FSS, followed by refreshments. Controller Brenda Dickinson arranged for decorations and hosted the event, with the remainder of the crew pitching in with the refreshments. Brenda originated the open house idea in 1987 and coordinates the event annually.

Through the Salvation Army "Adopt a Family" program, the Tucson FSS adopted a family in need of assistance during the holiday season. Specialist Dan Hawley, who volunteered to coordinate the effort, ensured "our" family received lots of gifts and a hearty holiday meal.

Congratulations to Brenda Dickinson who was selected for the Rancho Murieta Automated FSS. Brenda began her tour at Tucson in May 1985 and is looking forward to working and living in the Sacramento area.

(Special thanks to Ron Tener for this report.)



Controller Brenda Dickinson, Tucson FSS, and Christopher Young, Tucson Airport Authority.



Airway Facilities Nav/Comm Manager Larry Smith, Environmental Technician Bob Bengé, and Tucson FSS Manager Ron Tener.

Photos by Brenda Dickinson



Tucson FSS controller Ron Mathews; Sgt. Posey and associate, Arizona Air National Guard; and Tucson FSS Controller Carmen Simbari are surrounded by Trixy and Trudy from the airport restaurant.

Airway Facilities News

Congratulations to Airway Facilities employees who recently received their 30-year career service pins. Presentations were made by Regional Administrator Carl Schellenberg and Airway Facilities Division Manager Alex Hammond.



From left -- Jacky Neely, Marshall Simms, Tony Willis, Carl Schellenberg, Marlene Wolgat and Alex Hammond.



Mary Andrews receives her 30-year career pin from Alex Hammond.

'Loving and Letting Go': FAAer and Family Find Place in Their Hearts, Home for Children Without Hope

It was less than a week before Thanksgiving. Late night cries woke guests who alerted the manager of a hotel near Atlantic City, N.J.

Officials discovered three children -- ages three, two and nine months -- who had been deserted in a hotel room.

No trace of parents. No one to shelter them, feed them, care for them or answer their cries.

Local emergency medical technicians were dispatched to the hotel. The children were taken to the hospital and examined for abuse.

A joyless holiday for these children?

It could have been, but then Maggie D'Ambra and her husband Paul stepped in.

Maggie, an EEO specialist, works in the Civil Rights Office at the FAA Technical Center in Atlantic City.

At 6:30 a.m., the D'Ambras received a call from the local Division of Youth and Family Services asking them to take care of the children.

Even with two sick children of their own -- one previously adopted -- and the Thanksgiving holiday fast approaching, they didn't refuse.

Both Maggie and Paul have full-time jobs but always manage to find time for children in distress.

Over the years, the D'Ambras have cared for more than 12 foster children. "Foster parenting is not easy," D'Ambra remarked.

"You have to be able to love and then let go. It's not always smooth sailing."

The D'Ambras first became interested in foster parenting when a friend asked them to take the 13-year-old sister of their foster child. According to D'Ambra, saying yes was only the beginning.

"We took Jo as para-foster parents

until the extensive paperwork was completed," said D'Ambra.

The family had to undergo background investigations and a home studies program to be certified as foster parents.

Other requirements include a six-

hard because I become very attached to them."

In early 1990, the D'Ambras decided to adopt the three children who had been with them since December 1988. The adoption process would have been completed in September.

In June, however, a suburban Atlantic City policeman saw a picture of the youngest child in a national missing children's magazine.

He immediately took steps to locate the children's mother, and she

arrived the next day. She had been presumed dead because of a falsified death certificate.

After two weeks of therapy to make the transition smoother, the children were returned to their natural mother and flew off to their new home in California.

"The whole situation really set us back and nearly broke our hearts," said D'Ambra, "but we had to think about the children's mother, her feelings and her five-year search for her children."

As for the three small children placed with the D'Ambras before Thanksgiving, no one knows how long their stay will be, but the D'Ambra family made their holidays happier.

Thanks to Lisa Aveni, Technical Center INTERCOM, for this report.

"Little did we know that the oldest boy did not know how to use a camera. When he returned, we asked him for the film, and he replied, 'It was all used up, so I threw it away.'"

Maggie D'Ambra

week training course on foster parenting and successful completion of numerous clinics on child abuse.

The family is re-evaluated on a yearly basis to assure that it meets state requirements.

After Jo left the D'Ambras' home, they received three new children, ages 10, nine and eight.

"We have many experiences during the time the three children shared in our lives, some very good ones, some not so good," said D'Ambra.

"That summer we sent them all to church camp. We bought them sleeping bags and a camera and sent them off into the mountains.

"Little did we know that the oldest boy did not know how to use a camera. When he returned, we asked him for the film, and he replied, 'It was all used up, so I threw it away.'"

The D'Ambras also discovered that he left his clothes at camp so he would have room to pack the rocks he had found.

The D'Ambras' daughter, Margaret, 12, and son Michael, three, have adjusted well to their temporary extended families.

"Being a foster sister is hard at times, but most of the time it is fun, exciting and challenging," said Margaret.

"Losing the children is sometimes

Torrance Tower Open House

Torrance Tower recently opened its doors to "show off" the refurbishment of the facility and to promote better relations with the local aviation community.

More than 300 people participated in the event. Among the guests were Torrance Mayor Katy Geissert, City Councilwoman Dee Hardison, airport commissioners and local FAA managers.

Visitors were greeted by Tower Supervisor Bill Marple and controller personnel. Guests signed in at the reception booth and were given information concerning FAA history, activities and career opportunities.

The guests were escorted to the newly refurbished breakroom on the third floor of the tower where they were greeted by Tower Manager Rose Marino. Videos of FAA history and activities were also shown.

Groups of ten to 15 people were escorted by controllers to the newly decorated tower cab for an operations tour. Guests were given a briefing on tower procedures and were able to see controllers at work on a busy Sunday afternoon.

After the tower tour, the guests were invited to return to the breakroom for refreshments and to mingle with visitors. Others proceeded to the static display on the ramp.

Among the aircraft on display were Bob Hoover's P51, several experimental aircraft including a Glasair and a Long-eze, as well as a Waco and Stearman biplanes. Many guests also enjoyed rides in the two biplanes.

An additional treat for the crowd were several low approaches made by the Goodyear airship Columbia.

As the day came to an end, the Torrance Tower team realized that all their months of hard work and planning



The Goodyear airship Columbia made several low passes over Runway 29L at the Torrance Airport.

resulted in a very successful open house.

In a Letter of Appreciation from Tower Manager Rose Marino, all personnel were praised for their contributions to the event. Special thanks were extended to Robin Worgull, Tony Reyes and Bill Marple for their excellent preparation and assistance which contributed greatly to the success of the open house.

The entire Torrance Tower team extends gratitude to Rose Marino for the hard work and dedication she has displayed to the facility since her arrival in February 1990.

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tool intended to help work out the most efficient trans-Atlantic routes.

Another system will be used directly by controllers. It is the Oceanic Display and Planning System (ODAPS). By synthesizing aircraft position reports with other computerized data, it can simulate a radar track for each flight.

This will eliminate the need for manual advancing of flight progress strips and plotting.

It is expected that both systems will be integrated in the future with such technology as Global Positioning Systems (GPS).

Thanks to Duncan Pardue, Eastern Region INTERCOM, for this report.

Hawaiian Headliners



Honolulu Flight Standards District Office Manager Pete Beckner presents a Certificate for Special Achievement Award to Administrative Officer Jean Ganiko.

ACWA Exams. The Office of Personnel Management (OPM) is accepting applications (test scheduling cards) from those who wish to take the Administrative Careers with America (ACWA) examinations. Four of the six examinations (occupational groups) will be open until further notice and on a nationwide basis, except for positions in Alaska, Hawaii, Pacific Overseas, Puerto Rico and the U.S. Virgin Islands.

The ACWA examinations offer applicants the opportunity to compete for entry-level professional and administrative positions (GS-5 and GS-7 levels). Many of these positions are filled at grade GS-5 and do not require specialized education or experience. These examinations are not mandatory for those who are already employed under a permanent appointment by the federal government or who have reinstatement rights (they may apply through merit promotion announcements), or for those who are eligible to be hired under such authorities as Veterans Readjustment Appointment or Outstanding Scholar. However, such individuals may apply to take the written test if they choose to. If selected under this procedure, selectees would normally be hired under a career-conditional appointment and be expected to serve a one-year probationary period.

The four occupational groups/examinations open are:

- Business, Finance and Management Occupations.

Meet Fred Kelly -- Local Coordinator Los Angeles/Long Beach

Fred Kelly has been serving as the FAA Coordinator for the Los Angeles/Long Beach area for the past year. Along with his regular duties as the Air Traffic Manager of the Hawthorne Automated Flight Service Station hub, Kelly serves as the local contact for FAA with the public and news media.

Kelly was raised in Seattle, Wash., and served in the U.S. Navy as a Naval Weather Serviceman. While officially serving in the Korean Conflict, he was assigned to Naval Air support groups at airfields in Japan. In the eight and one-half years following his military service, Kelly worked as a Meteorologist Technician for the National Weather Service at such "exotic" places as Tatoosh Island,



Wash.; Winnemucca, Nevada; Eniwetok; and Kwajalein Islands in the Pacific. Other duty assignments included Fresno, Los Angeles and Hawaii.

News from the



Pipeline

- Personnel, Administration and Computer Occupations.
- Benefits Review, Tax and Legal Occupations.
- Law Enforcement and Investigation Occupations.

The open periods for positions covered under the other two examinations (Health, Safety, and Environmental Occupations and Writing and Public Information Occupations) will continue to be determined by the OPM region having jurisdiction over the position(s).

A limited supply of application materials is available in the Human Resource Management Division and may be obtained by calling Teres Wolanin at 213/297-1288. These materials may also be obtained by contacting the nearest OPM office or calling the College Hotline at 900/990-9200.

Kelly started his FAA career in 1967 when he was assigned to the Los Angeles Flight Service Station. He later served in supervisory and managerial positions at Tucson, Montague, Las Vegas, Los Angeles and Reno.

Prior to his selection as the Manager of Hawthorne AFSS, he served as a staff specialist in several branches within the Western-Pacific Region Air Traffic Division.

Kelly is an avid golfer and enjoys traveling. As evidenced by his career moves, the Kelly family has been mobile -- in fact he was born in Michigan, his wife in Fresno, and daughters in Hilo, Hawaii; Inglewood, Calif.; and Tucson, Ariz. The Kelly family includes wife, Judy; married daughter, Kali; college daughter Colleen; high school daughter Kathryn; and one grandchild (and a second one on the way).