

General Aviation News

HOT! Aero-TV's Conversation With P.A.S.S. (Part One)

Mon, 11 Feb '08

Interesting Observations From Folks On The "Front Lines" Of Our Aviation Infrastructure

At the 2007 AOPA Expo, staffers and officials from P.A.S.S. caught up with ANN Editor-In-Chief, and let him know in no uncertain terms that they wanted to get a few things on the record.



P.A.S.S? What the heck is that? Isn't that what you were always missing when you caught in the halls, between classes, back in school?

Not exactly... this "P.A.S.S." is somewhat better and far more interesting.

The Professional Aviation Safety Specialists (PASS) is the union that represents more than 11,000 employees of the FAA and DoD. The members of P.A.S.S. are "dedicated to certifying the safety and the efficiency of the National Airspace System (NAS); maintaining and supporting this nation's air traffic control system with the utmost professionalism; and ensuring the integrity, the reliability, and the safety of the commercial and general aviation industries." According to P.A.S.S. officials, "Whenever you fly, the work our members do behind the scenes helps you get there safely."



So, during the Expo, several concerned P.A.S.S. officials talked to Jim Campbell about just what it is they advocate and do. Professional Airway System Specialist National Assistant, Kathleen Carpenter, explained that she belongs to a group of FAA employees who maintain, certify and repair technical systems such as navigation aids, surveillance, automation, and communications systems.



Current issues being voiced center on the breakdown in communication between PASS and the FAA regarding decisions about the "Fix on Fail" approach. Facilities across the nation are lacking the support and funding from FAA legacy systems to repair such seemingly simple problems as holes in floors, mold, and the plastic protecting technical systems from the elements.




They noted that this is considered less of a turf-war and more of a level of pride and professionalism, according to comments by Mark Dunlap, Chair of the National Legislative Committee. Concerns regarding the FTI program - telecommunications between FAA centers and towers - were brought up concerning the aging and ill-repaired infrastructure.




General Aviation can contact local Congresspersons and Senators to ask that changes be brought about

in efforts to take care of these system problems. "Get the word out there, because the system is degrading," suggests Carpenter.

[Join In On Aero-TV's Conversation With P.A.S.S. \(Part One\)](#)



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OK, folks, here we go... we are NOW initiating the first feature programming series for Aero-TV... we're going to take it slow, but we're also going to try and be steady about this. DO UNDERSTAND that this is the most complex media program we've ever undertaken and what you're seeing is just the tip of the iceberg... but from here on out, we will be doing our best to educate, inform, and entertain YOU about all aspects of the exciting worlds of aviation and aerospace.



If you've been an observer of the media and associated media industries over the last few years, it's not hard to mistake the fact that a massive revolution is taking place. Old sources for news and information are falling by the wayside, having to change their modus operandi or risk obsolescence (or extinction). Electronic media and print media are both under the assault of progress, and the online world has been a cornerstone for revolutionary change.

We've been ready to go for a while, but to be honest, there's so much more to this program than we've alluded to, and so we've been building and planning a massive new organization within ANN. That said, [we're hiring talented new people as fast as we can find them](#) (a far more difficult task than we had imagined -- REALLY good people are hard to find), and we're brainstorming at speeds that would make a deorbiting Space Shuttle feel like a slug. Suffice it to say that we wanted to do this right, rather than right-now, and that the development of this program has been the most carefully pursued undertaking we've ever undertaken.

E-I-C Note: The complete feature shown above is embedded in this story, with most of the slick and useful functionality otherwise available on the main [Aero-TV site](#) (which will be upgraded aggressively over the next few weeks). The ability to embed a video on another web page is but one of the hundreds of amazing little features that we've worked hard on, for many months now, to implement in different phases of the initial release of Aero-TV. It is, BY NO MEANS, the only way to enjoy unaltered Aero-TV programming on other parts of the web... as we have extensive plans for future functionality, but this feature allows those with an interest in a specific Aero-TV News or Feature program to embed it on a different web site, though we must note that we reserve the right to forbid such use for those sites or purposes that we do not feel fit in with the proper mission of the Aero-News Network, Inc.



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