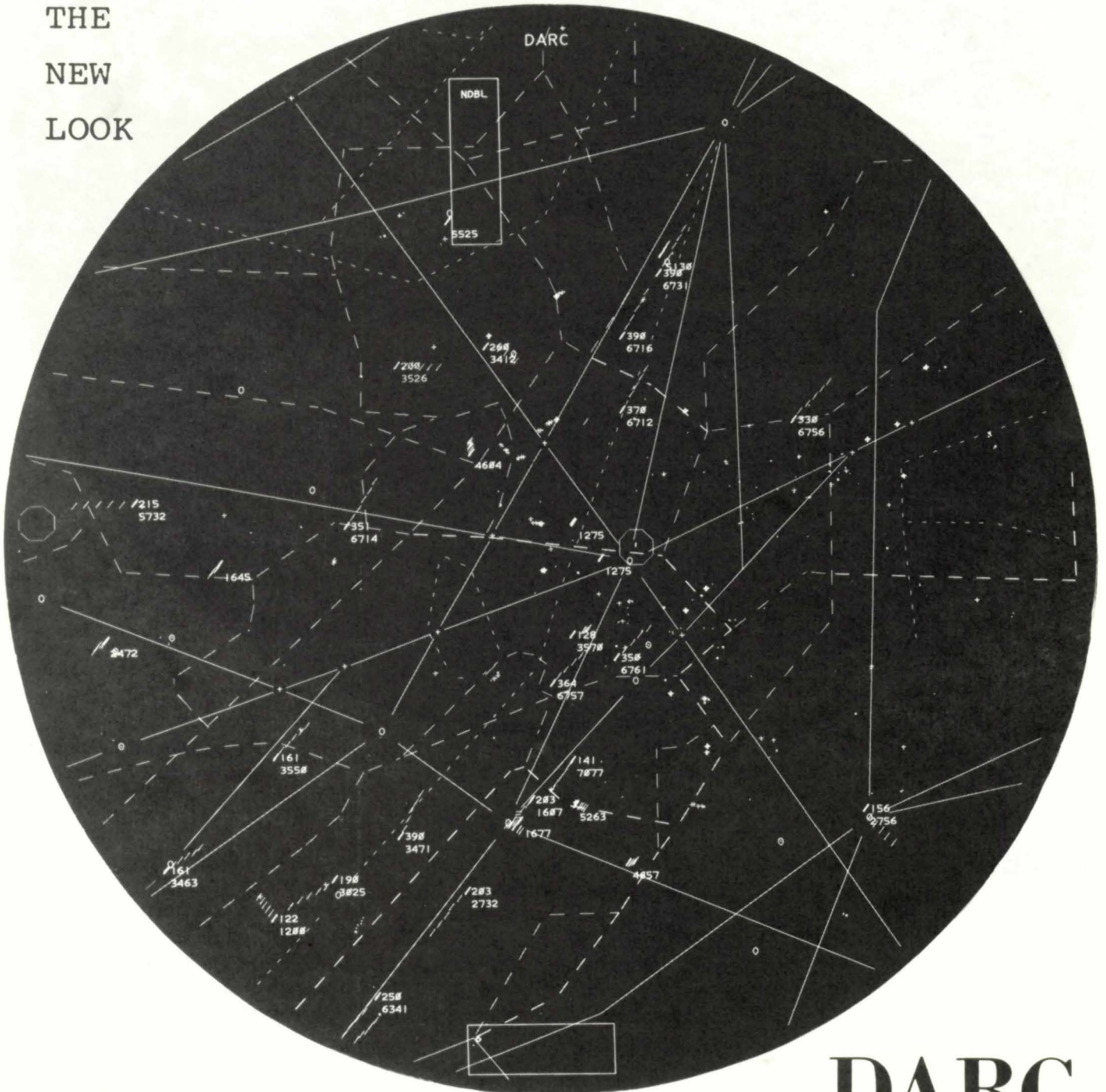


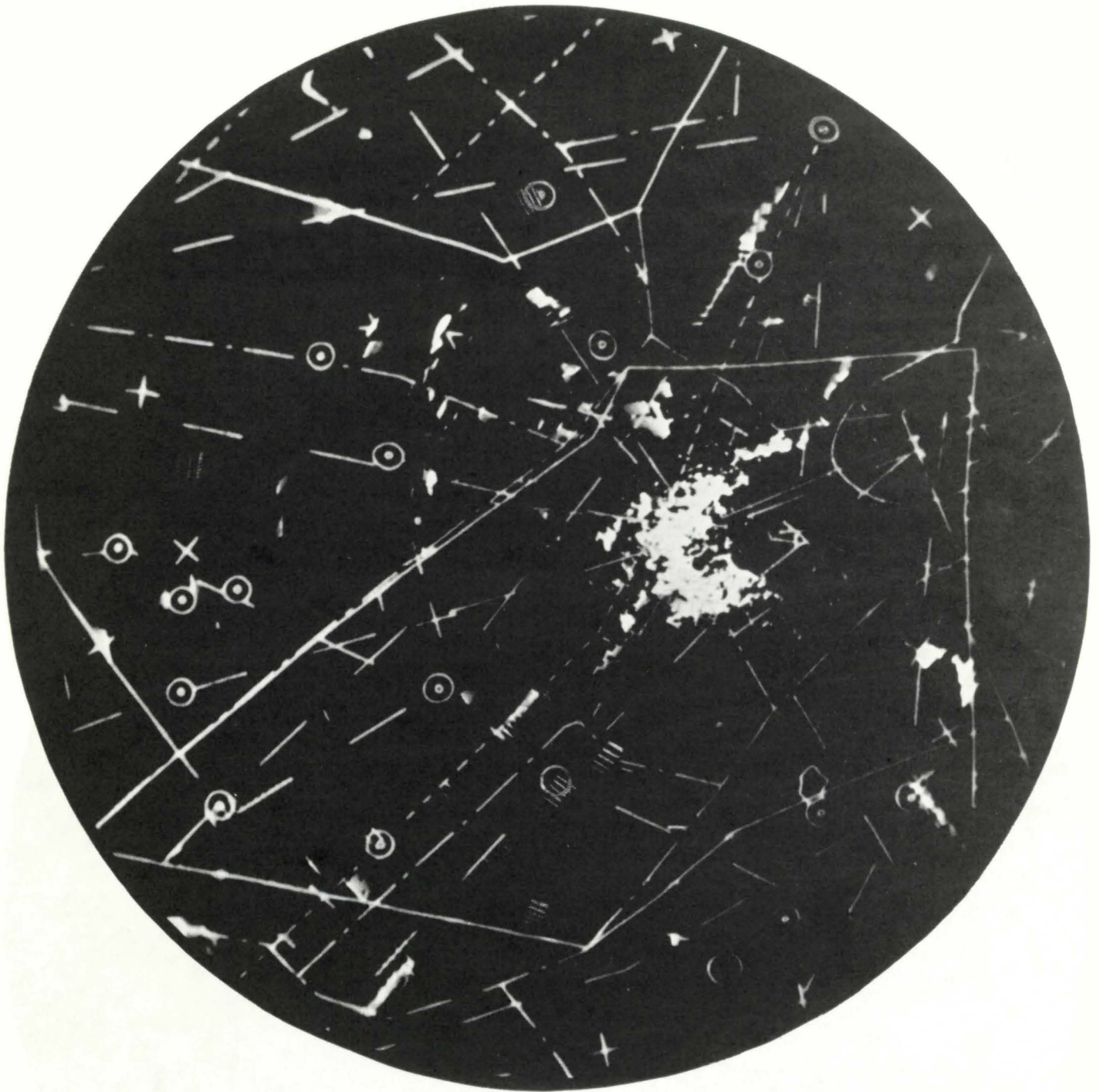


U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Intercom

THE
NEW
LOOK



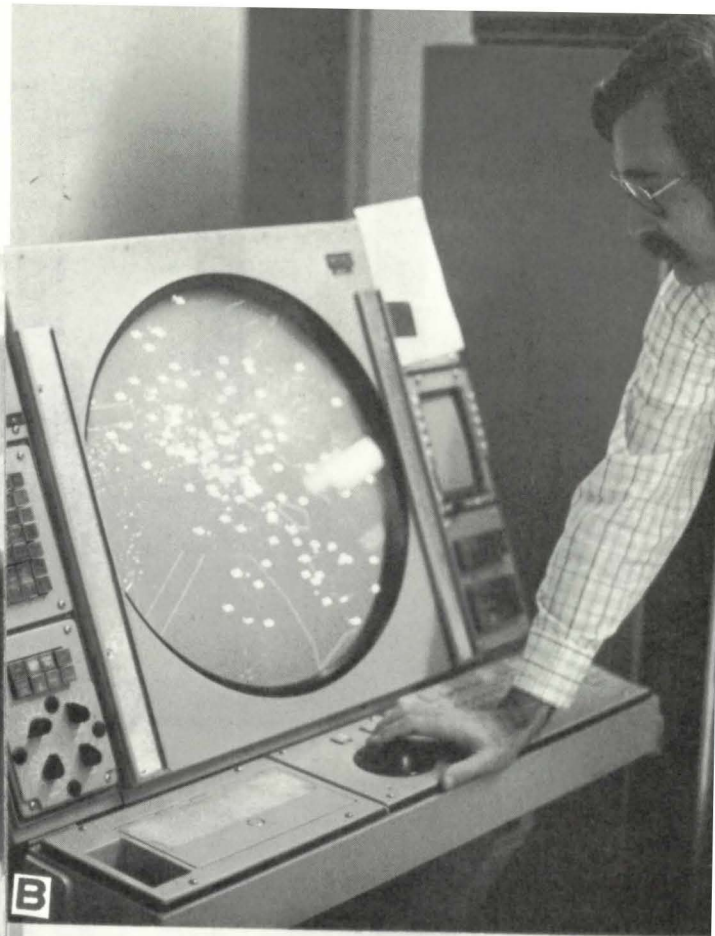


"Broadband" Radar
Backup System

COVER STORY:

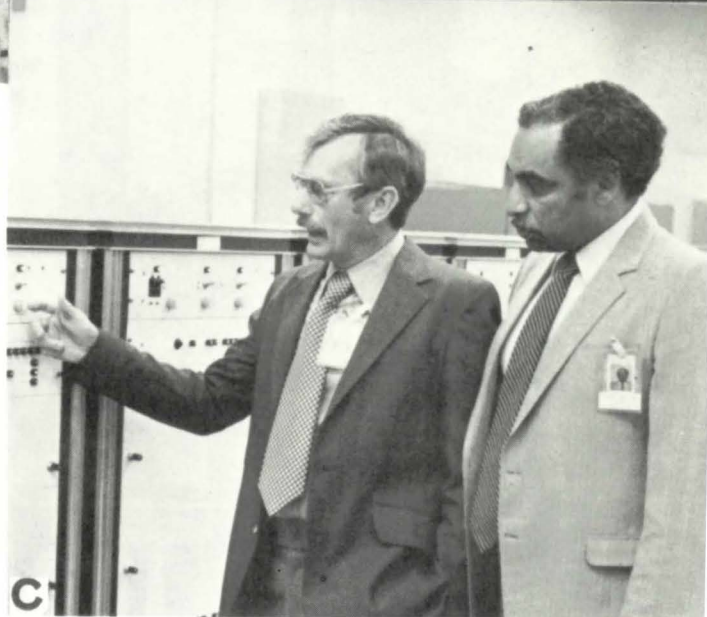
The DARC presents a sharp, easy to read radar scope presentation (as shown on the cover) which by contrast is much easier to read than the non-computerized radar display (shown above) of the present-day "broadband" backup system. Photos by Raytheon.

DARC

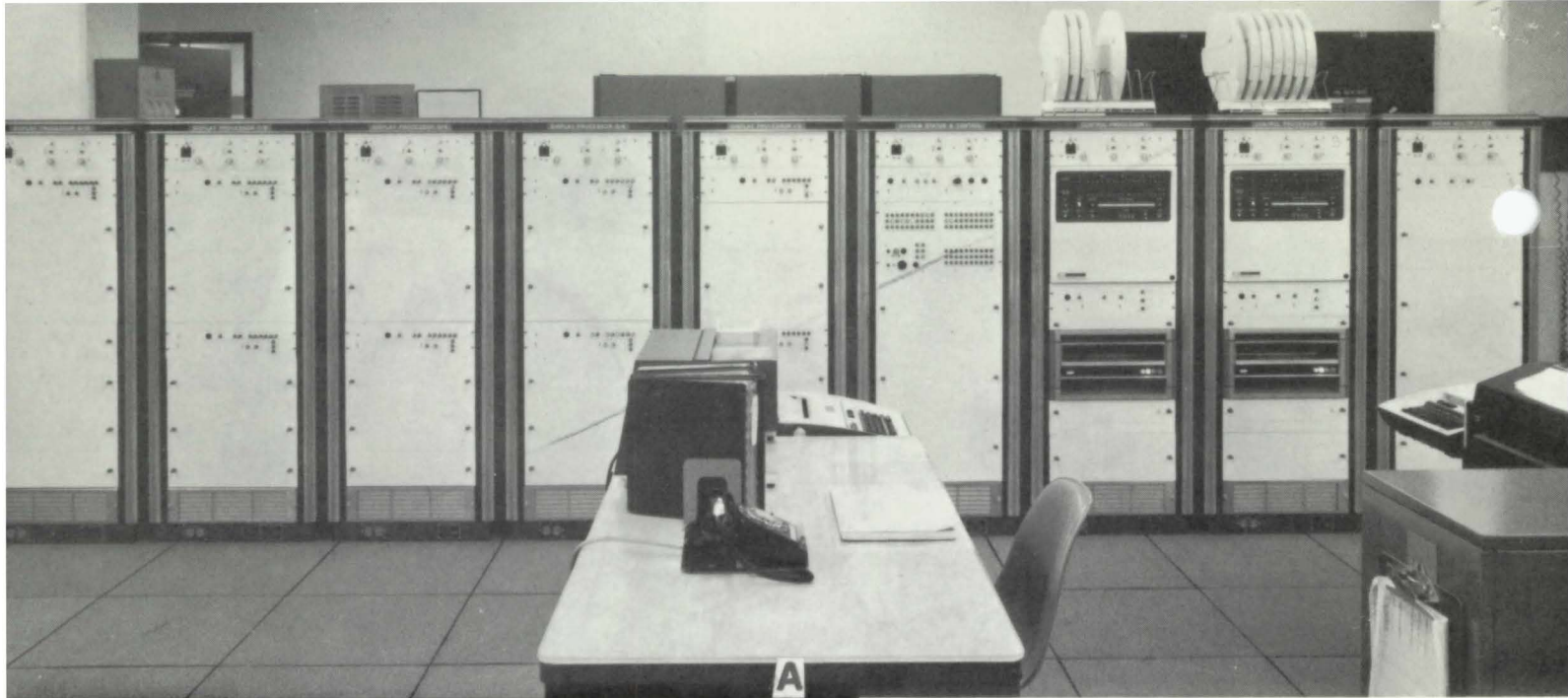


THE NEW LOOK

The new look at the Western Region's two Air Traffic Control Centers is provided by a new system called DARC, for Direct Access Radar Channel. It is a computerized backup system that provides instantaneous air traffic control data when the primary radar computer system fails or is shut down for maintenance. The DARC was commissioned on May 15 at the Los Angeles Center and on June 15 at the Oakland Center. All 20 Air Route Traffic Control Centers in the nation were equipped with DARC and available as a backup system by July 1st. The DARC is a modern radar display backup system that uses minicomputer technology to provide the capabilities required to operate a safe and effective en route traffic control system when there is a failure or malfunction in the primary radar computer processing system or when the primary computer



A--Inspecting the Los Angeles Center DARC equipment were: Jerry Stone, Bob Smith, of the Air Traffic Division; Homer McClure, Deputy Director; and Larry Leifried. B--Jerry Stone makes some adjustments on the DARC display; C--Bob Cox, Los Angeles Center AF Sector Chief, and Gerald Walton, Chief of the Los Angeles Center, check out some of the DARC equipment. Photos by Al Garvis.

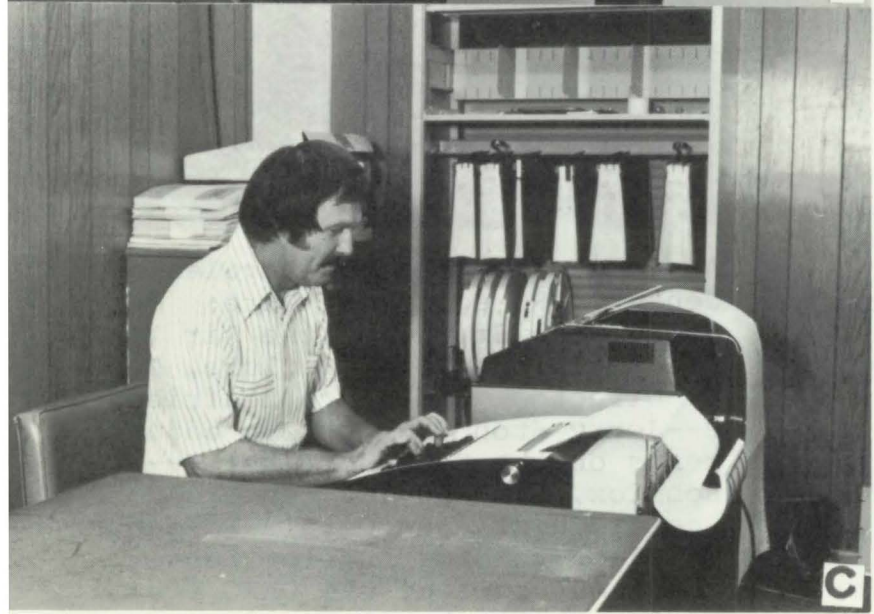
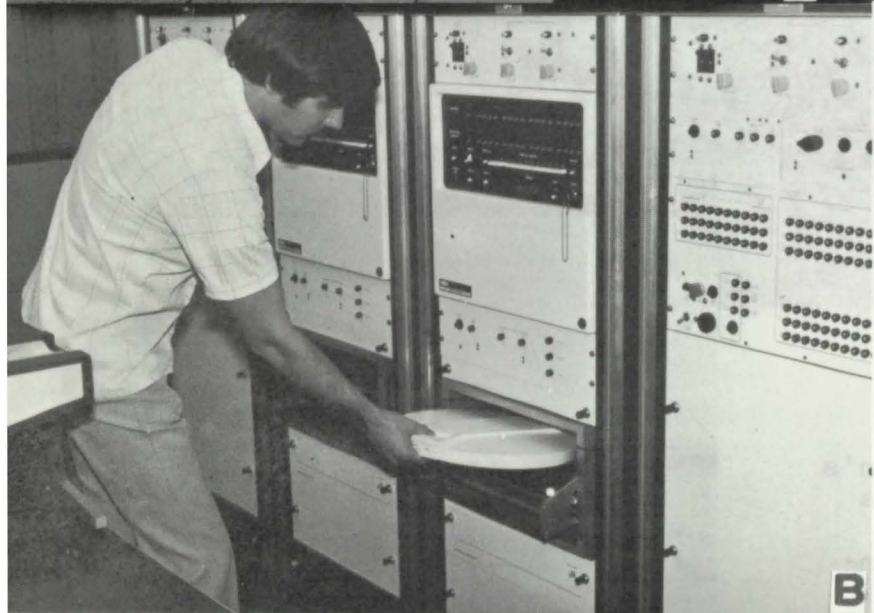


THE NEW LOOK (Continued)

system is shut down to conduct maintenance. The FAA plans to use DARC as an eventual replacement for the existing "broadband" backup system which has been in service since 1963.

In the event of a computer failure or malfunction, the DARC is designed to bypass the main IBM 9020 central computer complex and instantaneously provide air traffic controllers with aircraft radar target information. Although the symbology is similar to what is provided by the IBM 9020 computer processors, the DARC will provide only limited target data at this time.

Although the actual identity of aircraft will not be included in the current DARC display, controllers will be able to get that in-

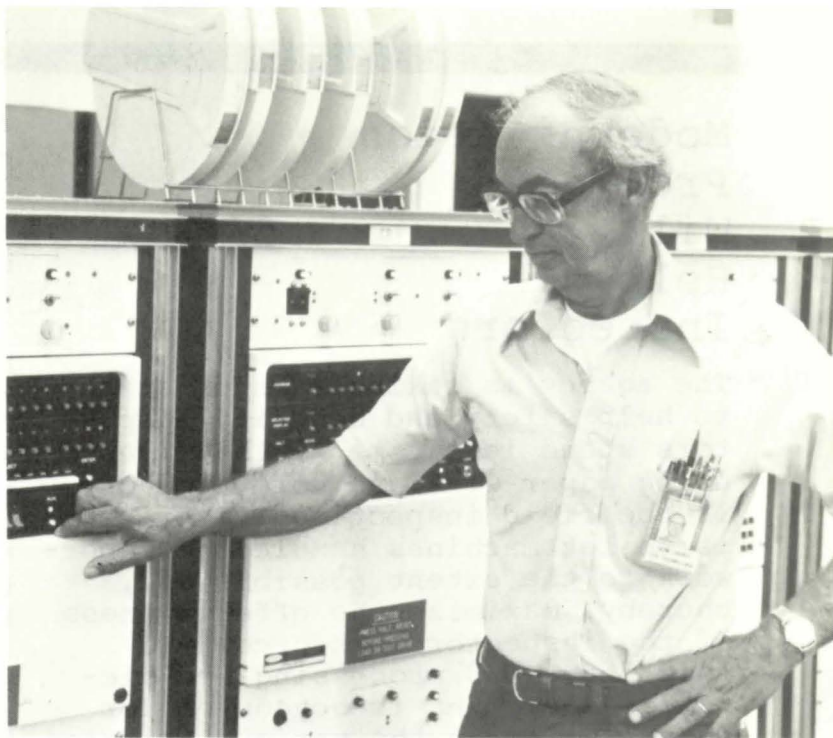


A--The computerized DARC display processors line the wall in the lower level of the Los Angeles Center. B--Gale Coffey of the Oakland Center loads an operational disk pack into the DARC system. C--William Reed Unit Chief of the DARC at Oakland Center, sends a message to DARC on the Input/Output Typewriter. Photos by Raytheon and Oakland Center.

DARC

THE NEW LOOK (Continued)

formation quickly by checking their flight strips which list both the discrete codes and aircraft identities for all aircraft under the Center's control. This means that controllers when switching to DARC will still manually move the scopes to a horizontal position and use "shrimp boats" to identify the aircraft. However, the availability of the limited block will ease the transition to the backup DARC system by eliminating the need for extensive communications with pilots to establish aircraft identity and altitude. With planned DARC enhancements, the system will be expanded in the future to provide the same amount of data provided by the primary radar processing system.



Gene Gaddy of the Los Angeles Center Airway Facilities Sector checks the switches on the DARC. Photo by Al Garvis.

Western Region Director Retiring

John D. Mattson, Director, Western Region, is retiring after over 35 years of Federal service. A reception in his honor will be held on Friday, June 26, in the Executive Conference Room at 2 p.m. Come and say farewell to the Regional Director. Plans are in progress for a retirement party. Watch INTERCOM for further announcements.

Montreal Jobs Open

The International Civil Aviation Organization is seeking applicants for two 2-year jobs in the Montreal area. The first is for a Field Purchasing Unit chief and pays \$38,167 with a tax-free net of \$25,672 to \$27,612. The second is a technical officer job, which pays \$30,518 with a tax-free net of \$21,600 to \$23,104. Applications are due in Washington headquarters, API-19 by July 13. Information about salary, duties, qualifications, applications and benefits is available at personnel offices.

Modernization Program Will Help Inspectors

The agency is taking a major step to help safety and security inspectors spend less time at their desks doing paper work and more time out in the field inspecting. The idea is to let machines handle the paperwork to the extent possible and, thereby, maximize the effectiveness of the inspector workforce. To this end, word processing and dictation equipment is scheduled for installation in the various Aviation Standards field offices. The word-processor terminals not only will reduce the paper workload but also will be interconnected by telephone lines to distribute pertinent information to all offices almost instantly. In part, the new system will work like computer systems used by police. For example, when a pilot is suspected of a rules infraction, the inspector can immediately check on the pilot's record, just as a police officer can check on a speeder's arrest record. The other facet of the modernization program is the replacement of the inspectors' pencils and hunt-and-peck typing technique with dictation units. The modernization will affect all General Aviation District Offices (GADOs), Flight Standards District Offices (FSDOs), Air Carrier District Offices (ACDOs), Civil Aviation Security Field Offices (CASFOs), Engineering and Manufacturing District Offices (EMDOs), Aeronautical Quality Assurance Field Offices (AQAFOs), regional Flight Standards and Civil Aviation Security Divisions and program offices in Washington headquarters. Deliveries of equipment to field facilities are scheduled to begin next year and take about three years to complete.

Airway Facilities Golf Tournament

Los Angeles and Oakland Center Airway Facilities Sectors met at Fresno's Fig Garden Golf Course, May 21, for the first of many golf tournaments. The Peoria Handicap System was used to determine winners. Los Angeles Center AFS won the Sector Team Award, 248 points to 252 points for Oakland. Individual honors went to: Low Gross--Joe Miles, Oakland; Low Net--Glen Hjalmer, Oakland; Closest to Pin--Hank Toledo, Los Angeles; and Longest Drive--Lew Hawkins, Oakland. Retirees O. B. Cox (Fresno AFS) and Walt Lasko (Fresno FSS) also joined the play. The next match is in the making. Joe Miles, Oakland AF Sector and Ed Richardson, Los Angeles Center AFS, masterminded the operation.

Air Traffic Control Courses Developed

Three video/audiotape courses to help controllers listen and remember better on the job are being readied for distribution to ATC field facilities. The first is written for terminal radar positions, the second for center radar positions and the third for tower cab positions. Developed by the Mitre Corp., the courses essentially reintroduce controllers to work habits learned at the FAA Academy. Each course is divided into ten scenarios that show how controllers can use memory joggers and listening aids to avoid errors and improve on-the-job performance. The aids are based on well-known psychological principles, and examples are copies from real air traffic control situations. Delivery of the course tapes to all en route centers and towers is scheduled to begin in mid-1982.

FAA REGIONAL BOUNDARIES
EFFECTIVE JULY 1, 1981



Agency Cuts Number of Regional Headquarters

The agency is cutting the number of regions from eleven to six. The six will have their headquarters in Anchorage, Atlanta, Boston, Seattle, Ft. Worth and Kansas City, Mo. Being phased out are regional headquarters in Chicago, Denver, Honolulu, Los Angeles and New York. Under the new setup, the Denver, Los Angeles and Honolulu headquarters will be merged with the Seattle regional headquarters, New York with Boston, and Chicago with Kansas City. The Anchorage, Atlanta and Ft. Worth regional offices will remain essentially unchanged. No field offices or air traffic control facilities will be closed as a re-

sult of the restructuring, nor will the agency's safety programs or activities be cut back as a result of the move. The agency plans to begin operating under the new regional structure on July 1, although the physical relocation of regional headquarters will not be completed by that date. The complete transition may take as long as one year. Essentially, the consolidation of regional headquarters will allow greater concentration of staffing and talent in the remaining offices and thereby improve FAA's support role to its operational facilities while cutting costs to the taxpayer. The consolidation will save an estimated \$73 million over the next five years. The present 11-region structure was adopted in 1971 to conform to a Federal standard region concept. Previously, the agency was organized into five contiguous regions plus Alaska and Hawaii.

Job Outlook Bright For Mobile FAAers

Although FAA's regional reorganization plan will eliminate 400 staff jobs, the agency believes it can place most employees who are willing to relocate. In a personal letter to all affected FAAers, the Administrator said, "The mergers will be handled as a transfer of function and continuing employment will be provided to affected employees to the fullest extent possible. Since the reconfiguration will necessitate the abolishment of certain functions and positions, we are not in a position at this time to guarantee a job for every employee. However, I want you to know that we are interested in retaining each of you who has chosen FAA as a career. Due to the number of employees who will either retire or choose not to relocate, we believe we will be able to offer a position to every employee willing to relocate." FAA will establish a placement assistance program for employees who choose not to relocate and help others who wish to apply for discontinued service retirement and are eligible to do so.

Orange County Tower Talk

Congratulations to Stu Glass and his wife on the arrival of James Ryan, born on May 25. Bob Gillespie has been selected for Tucson TRACON and will leave in the fall. We will hate to see him go. We will also be watching John Slipp and Steve Long move on up the ladder when they head for Coast TRACON later this year. We will soon welcome Steve Traver from Hawthorne and Steve Rubin from El Monte Tower.

Judy Silvestri and Lee Horlocher Leaving

Judy Silvestri and Lee Horlocher of the Accounting Examination and Classification Branch will be honored at a farewell luncheon on Friday, June 25, at Gun Hay Restaurant, 14800 Crenshaw Blvd., Gardena. The luncheon will be at 11:30 a.m. at a cost of \$5.25. Both Judy and Lee are leaving the agency. For reservations and further information please contact Cynthia Whitney, 536-6145.

Merit Pay Plan Okayed

FAA's merit pay system has been given final approval by the Office of Personnel Management. As reported in previous INTERCOMS, approximately 6,100 positions in grades 13, 14 and 15 will be covered. These employees will be grouped into merit pay units according to the plan. The regions and the Aeronautical Center each will be a separate unit. In headquarters, each Associate Administrator with subordinate offices and services will comprise a separate merit pay unit. Also, those offices reporting directly to the Administrator will comprise a unit. A formula, published annually by the Office of Personnel Management, will be used to determine the total funding for merit pay. Individual merit pay increases will be based on an employee's performance rating, grade level and salary. In addition, cash awards may be given for job-related performance. These awards are one-time bonuses, distinct from the merit pay increase. For additional merit pay information, contact your supervisor or personnel representative.

Sacramento AFS News

Sector Manager Bob Lamora received a long letter of commendation from Vic Katz, Sacramento Tower Chief, on Sacramento Sector Field Office Chief Jim Lane's professional demeanor. Not only have two of his technicians received awards recently (Don Gross received a quality within-grade and Jimmy Wilkinson a shared special achievement), but he and Vic Katz have underway a two-phase program of their own working with two of the local high schools. Phase I of this program provides pilot training for deserving young students, and Phase II provides practical experience on electronic equipment. Phase II is administered under the capable and professional supervision of Don Gross and Jimmy Wilkinson. A round of applause for all the troops at Sacramento Metro. The shared Special Achievement Award we mentioned also went to Ed Magney of Sacramento Executive and Jerry Goren, previously of Sacramento AF Sector, for their efforts in movie production. Their video tape on "How to Assemble an ATIS/TWEB TRC-89-4 Tape Cassette for Longer Life and Less Maintenance," has been accepted by the Washington office as a useful national training aid.

Oakland By- The-Bay Radio

Oakland Flight Service Station has made its big move into a new building at Oakland Airport--with new equipment, a new Dimension 2000 telephone system, but most of the same specialists. Goodbye and good luck to: Specialist Jim Thomas, transferred to Phoenix; Developmental Steve Rippe, now in Yuma; Developmental Craig Heatley, now in Tonopah; and Developmental Scott Briggs, now in Elko. Specialist Rob Petrie has transferred

Aviation Photo Contest Open to All

The Aviation Hall of Fame of New Jersey is sponsoring an open-to-all national aviation photography contest with 35 prizes and four grand prizes. Deadline for the contest is September 30. Grand prizes include an all-expenses-paid, one-week vacation trip to Buena Vista, Fla., and three top-of-the-line Minolta cameras. Winning photos will be selected by a panel of professional editors and will be those which best illustrate "The Spirit of Flight." Each entry, regardless of how many photos are included, must be accompanied by a \$2.50 entry fee. Entries should be mailed to: Photo Contest Headquarters, Custom Pilot Shop, 500 Industrial Avenue, Teterboro, NJ 07608. If contestants wish to have their photos returned, a self-addressed stamped envelope must be enclosed with each entry. For additional information, call Pat Reilly at 201/288-6344 or Ron Gregorec at 201/288-1045.

to Oakland Center. We are saddened to report that Tom Conroy, Evaluation and Proficiency Development Specialist, has passed away after a bout with cancer. The specialists and staff has been very busy promoting Flight Service in the Bay Area. Andy Davie spent a day at San Francisco International Airport promoting Flight Watch to both domestic and International air carriers. Bill Westvang made a presentation to over 100 members of the 99s, Larry Renshaw made a presentation to the local Sheriffs' Aero Squadron, Edale Clark gave a presentation in Hayward before over 300 pilots at Beechcraft West, Dorothy Anderson gave a tour to the Albany Adult Ground School, and Specialist Robert Kaminski gave a tour to an Australian Flight Service Officer.

The News In Brief

● The Presidential Task Force on Crew Complement has completed almost three weeks of hearings in which it received testimony on the two- vs. three-person flight crew issue from airlines, aircraft manufacturers, trade associations and labor organizations. The next step for the three-member panel, which is headed by former FAA Administrator John McLucas, is a series of interviews with airlines and manufacturers. The Task Force plans to submit its recommendations to the White House and DOT on July 6. ● Atlanta's Hartsfield International Airport has become the world's busiest airport in terms of passenger traffic--at least for the time being. During the first four months of the year, 12,278,935 passengers passed through the new Atlanta terminal, as compared with 12,267,502 at Chicago's O'Hare, the perennial number one. However, O'Hare still tops all others in total aircraft operations with 228,112 through April, well ahead of Atlanta's 207,527. ● FAA may hold a public technical review later this year to consider changes in the takeoff and accelerate-stop distance requirements for transport aircraft. In a letter to the National Transportation Safety Board, the agency said the review will consider all factors affecting takeoff and accelerate-stop distance, including wet-runway accountability and mandatory requirements for anti-skid devices. The FAA letter was in response to an NTSB recommendation that the agency review and revise accelerate-stop criteria to insure that they consider the effects of wet runway conditions and the most frequent and critical causes of rejected takeoffs. ● Private Pilot magazine recently conducted a survey of its readers to find out their opinions of FAA programs and people. Of

Reno Flight Service Station Review

FSS personnel participating in the Reno TRACON-sponsored Operation Raincheck were: Jack Woods, Ralph Guerriero and Bob Stanco. They presented the FSS perspective to a full house every Saturday during May. FSS shootists are doing well in recent silhouette competition. Jim Gruhn, Carl Johnson and Tom West received awards in their respective classes; Bernie Bronow is improving his class standing; and Jim Gruhn is planning on entering the Nationals this July. Ben Mansfield is preparing his "yacht" for a summer of plying the waters of Lake Tahoe; Green Thumbers Ralph Guerriero, Jack Woods, Jay Risedein and Bernie Bronow have the spring planting in and Don Meredith is trying his hand at horticulture! Congratulations to Bob Andrews and his wife who are now the proud parents of Rose Kathleen, born on May 25, weighing 7 lbs. 7 oz. Jack Woods' barber-shop harmonies were employed in the Silver Collar Chorus Who's Show at the Pioneer Theater and was a resounding success. Ben Mansfield and Don Meredith tried some latter day prospecting at the ghost town of Bodie, Calif., finding many relics but no gold. The local FAA/NWS golf club members are descending upon the links for monthly competition.

those responding, 84 percent said the FAAers they come in contact with (primarily air traffic controllers and flight service station specialists) are courteous and helpful. Only nine percent answered in the negative. The remaining seven percent apparently still are trying to make up their minds.

Airway Facilities Sector Oakland Center News

Pat Murphy, Utility Systems Repairer-Operator, is the proud father of Brenda, who is a member of the Carol Jean Junior Acrobatic Team. During the recent California State Division Talent Competition in Santa Clara, the team took First Place Blue Ribbon for Show of Champions. During the competition, Brenda also won Second Place Grand Champion and placed Second in her solo acrobatic routine. Congratulations to both Pat and Brenda.

Civilair News

- Tickets are now available at the Civilair desk for FAA Day at the Races--a day at Hollywood Park Race Track on Friday, June 26, for FAA employees. Admission for the Clubhouse is \$4, payable on ticket pickup.
- If you call the Civilair Desk from outside the 213 area, please remember that the Civilair phone number is off-net and the phone number is 213/644-8525.
- News from the Civilair Pinochle Club--Winners on June 10 were: First Place--Howard Krattenmaker; Second Place--Robbi Shields. You can be a winner too. For more information, call one of the winners, Robbi Shields, and ask her how she does it, telephone 213/536-6313.
- Fun and Fitness--The Aviation Medical Division, AWE-300, is now loaning out sports equipment to employees in the Regional Office for lunchtime recreation.
- Civilair has set a date for the Dinner-Dance. It will be Oct. 24 at the Los Verdes Country Club. Tickets will be \$12.50 per person. Further information will be available later in the year. Plan on attending this enjoyable affair.

A Different Save

The technician assigned to San Diego's Mission Bay VORTAC has an unusual collateral duty--bird-keeper! The VORTAC, on an island in Mission Bay, is a breeding ground for the endangered California Least Tern. The technician works with a consultant for the California Fish and Game Department to monitor the birds and protect them from predators. On June 1, 1981, Charlie Palmer, the assigned technician, observed a seagull walking on the island. It became apparent that the gull was injured and unable to fly or hunt its natural food, fish. It's best choice was Tern eggs, readily available since the Terns lay their eggs in shallow depressions in the sand. Charlie called the Fish and Game Department and within an hour, two game wardens were on the island. The bird was captured and transported to Sea World for treatment of a broken wing. As a result of cooperation between the California Fish and Game Department and the FAA, more Terns will hatch and one seagull owes its life to an FAA technician.

Paso Robles Flight Service Station News

Phil Raybon received a warm retirement dinner party attended by co-workers and many other local pilots and friends. Congratulations, Phil, and best wishes to you. Bill Libert recently had an unnerving experience when his wife visited her homeland in the Phillipine Islands. Somehow, during her absence, Bill managed to work rotating watches, take care of the children, cook, plant the garden and pull trout and bass from his lakeside home. Ray Sicotte, Air Traffic Control Specialist, has transferred to Paso Robles from Lovelock FSS. Welcome aboard, Ray.

Western Region Supervisors Distinguished Graduates

Four newly-appointed supervisors have received the title of Distinguished Graduate of the Supervisory Initial Course conducted by the Management Training School in Lawton, Oklahoma. Receiving this honor were: Anthony Merrill, Los Angeles Engineering Manufacturing District Office; David Moehring, Airway Facilities Establishment Engineering Branch; Robert Young, Tucson Flight Service Station; and Forrest West, Oakland Air Route Traffic Control Center. The Distinguished Graduate honor is bestowed on those supervisors who achieve an academic score in excess of 97 percent for the course. Western Regions adds its congratulations to these people for their accomplishment.

Ex-LAX Picnic Planned

Some of the retired members from the Los Angeles AF Sector are planning a picnic in the latter part of September. The picnic is open to all present and past employees and their families. They hope to hold the picnic at a "Dude Ranch" near Santa Barbara. The exact location will be announced later. They hope to make it a two-day outing (probably Saturday and Sunday) and need a head count of those planning to attend by the end of July. The "Ex-LAX Gang" would like to have a large turnout. If you are interested in attending please contact: Norm Davis, 2521 Pineridge Dr., Cambria, CA 93428, 805/927-3387, or Bob Shiraga, 4147A West 137th St., Hawthorne, CA 90250, 213/676-7563.

Phoenix Dependents Take Honors

Jerry Barila's son Philip graduated from Phoenix East High with an academic scholarship awarded by Regents of Arizona State University, received a certificate of honor from ASU for high grade point average, a certificate of merit from the National Merit Scholarship program and was a runnerup team member for Enterprise '81 Seminar.

Thomas L. Ratcliffe III graduated number eight in a class of 441 fellows at Tempe Union High. Tom, a member of the National Honor Society, received a University of Arizona academic award, the Scudder Award, and a four-year-academic

scholarship from Arizona State U. Bill Parker's son Darren graduated from Mesa High with a bundle of art honors. Darren, who will study art at Kansas State University, received an achievement award from Valley National Bank, cash awards and gift certificates and high praise for excellence in art projects.

David Ward took some 10 awards from Phoenix's Camelback High. He won the overall science award for Arizona-Nevada, the Bauch and Lomb Science Award, and will attend a three-week science seminar this summer in West Virginia as one of Arizona's two winners.

Ken Secrist's son Cameron, who graduated from Southern California, recently passed the Arizona Bar. Congratulations to these high achievers and their proud parents!