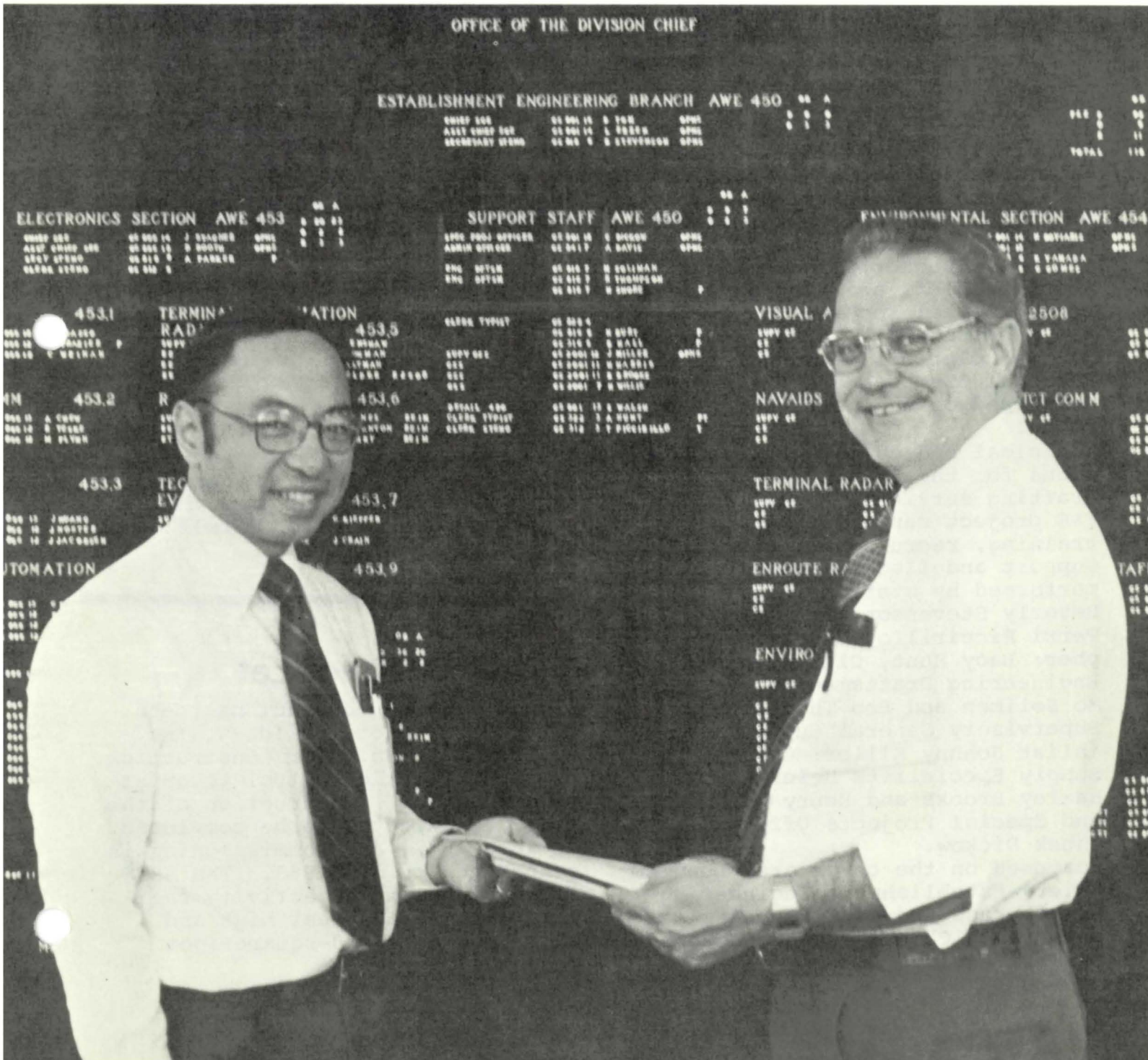




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western Intercom

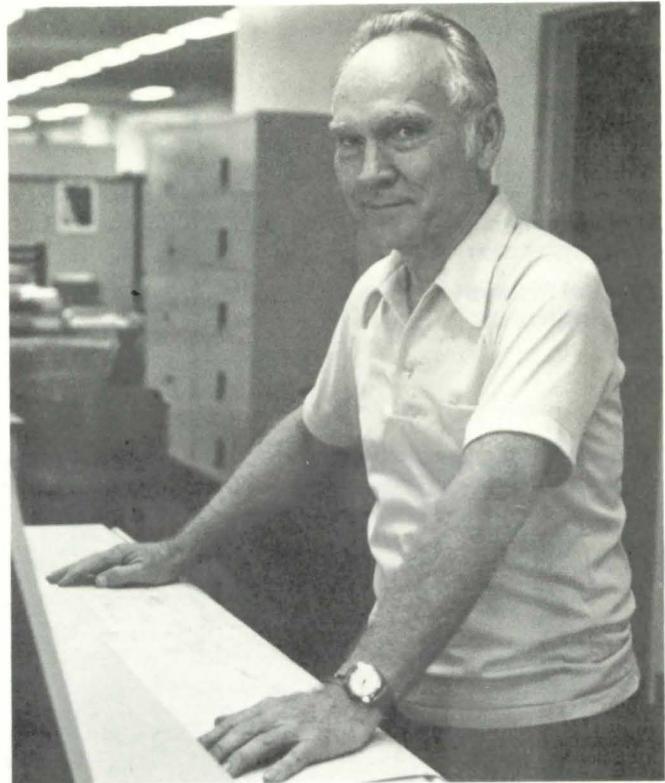


Cover Story

The Establishment Engineering Branch, AWE-450, is the principal Airway Facilities Division element for all aspects relating to the establishment, relocation or modernization of radar, navigational, communication facilities and data systems accomplished under the Facilities and Equipment (F&E) program. Presently, the approved F&E program includes approximately 725 separate projects ranging in magnitude from one thousand to six and one-half million dollars. Don Tom, Branch Chief, and Ludwig Erzen, Assistant Chief, plan, direct and coordinate the timely and effective achievement of the F&E Program through the efforts of James Stagner, Electronics Section Chief, and Nick Boyiazis, Environmental Section Chief, who are assisted by a cadre of technical and clerical personnel in the Regional Office and a field force comprised of engineers and technicians.

Technical and administrative functions for the Branch such as drafting services, supply/support, F&E project capitalization, training, recruitment, clerical support and fiscal management are performed by staff members: Beverly Stevenson, Secretary; Terri Piccirillo, Clerk-Stenographer; Lacy Hunt, Clerk-Typist; Engineering Draftsmen Harry Shore, Mo Soliman and Bob Thompson; Supervisory General Supply Specialist Johnny Miller; General Supply Specialists Helen Harris, Bailey Brooks and Henry Willis; and Special Projects Officer Chuck Dickow.

Featured on the cover are: Don Tom, Chief, Establishment Engineering Branch, and Ludwig Erzen, Assistant Branch Chief. Cover photo by Barbara Abels.



Harry Shore, Engineering Draftsman.

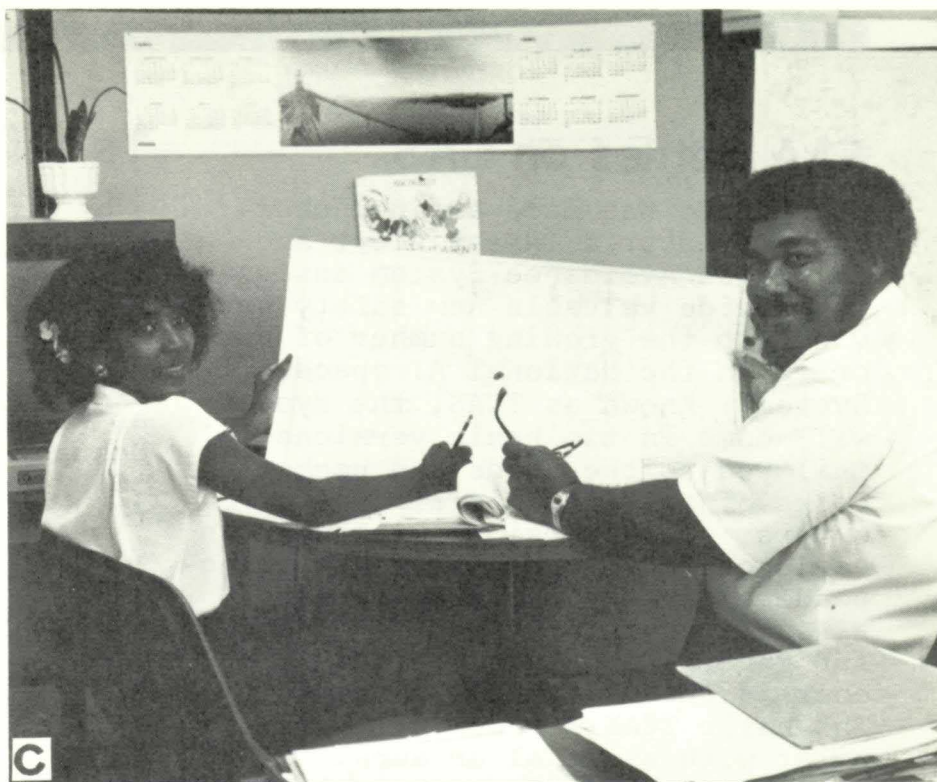
LATE NEWS FLASH!!!

The Van Nuys, California Air Traffic Control Tower has just been named as the National Facility of the Year for Non-Approach Control Towers. More information regarding the award will appear in a later issue of INTERCOM.

Tower Contract Let

A \$3.8 million contract has been awarded to Polote Builders, Inc. of Savannah, Ga., for construction of a new traffic control tower at Orlando, Fla. Construction of the tower is expected to be completed in late 1982, and commissioning is scheduled for mid-1983. The ARTS III-equipped major activity facility will be 180 feet high and will have a 14,500-square-foot base building.

Airway
Facilities
Establishment
Engineering
Branch



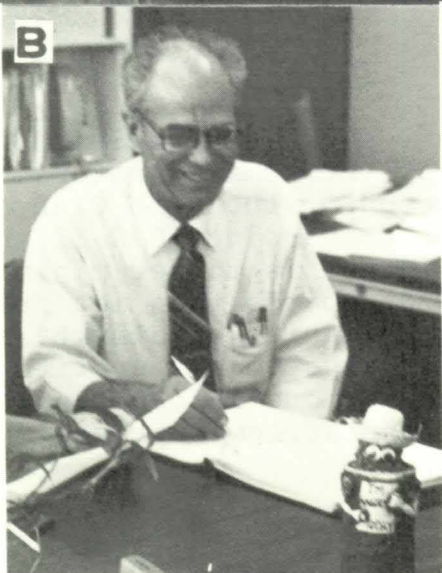
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A



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Airway Facilities Establishing
Engineer Branch people:
A--Lacy Hunt, Clerk-Typist (left)
and Beverly Stevenson, Secretary.
B--Chuck Dickow, Special Project
Officer.
C--Helen Harris, General Supply
Specialist, and Johnny Miller,
Supervisory General Supply
Specialist.
D--Terri Piccirillo, Clerk-
Stenographer.
Photos by Barbara Abels.

FAA Settles on CAS

The agency has made a final decision to adopt a Threat Alert and Collision Avoidance System designed to provide valuable new safety services to the growing number of aircraft in the National Airspace System. Known as TCAS, the system will come in two basic versions tailored to the needs and pocket-books of the nation's aircraft owners. Both versions will work in conjunction with radar beacon transponders already required in many airspace areas. TCAS-I is intended for general aviation use and will cost in the \$2,500-\$3,500 range. The basic TCAS-I model will alert a pilot with a visual or aural signal to the presence of another airplane in the area but won't tell him where to look. The top-of-the-line would provide altitude (above-below) information on altitude-reporting transponder-equipped threat aircraft and range/bearing/above-below information on nearby TCAS-II-equipped aircraft. While TCAS-I provides only threat alerts, TCAS-II, which is a full-fledge collision avoidance system, will recommend collision avoidance maneuvers. It will cost between \$45,000 and \$50,000. TCAS-II is an evolutionary improvement of the Beacon Collision Avoidance System (BCAS), that the agency has been developing for several years. It will incorporate a number of improvements, such as a highly accurate directional antenna and sophisticated data processing, that will provide the pilot accurate directional information on the threat aircraft and will operate in high-density airspace where Active BCAS was ineffective. The TCAS system utilizes the improved beacon system format called Mode-S. This will permit the aircraft user to benefit not only from the threat alert and collision avoidance service of TCAS but will permit a modern ground-air digital communications link at little or no addi-

1st CLASS AIR TRAVEL IS RESTRICTED

Travel authorizing and approving officials are reminded that they must be fully aware of the limitations and reporting requirements for use of first-class air travel as provided for in the Travel Manual, DOT 1500.6 (FAA Order 1500.14), par. 420 and 420-S1 (FA SUP 15 dated 12/1/80). These restrictions are mandatory for all travelers and may not be waived. Only Secretarial Officers and their deputies and Administrators and their deputies may approve first-class air accommodations. This authority cannot be redelegated, nor may individuals "signing for" an authorized official approve first-class use. Travel management officials should refer to Travel Manual DOT 1500.6 (FAA Order 1500.14) par 420c(2), for specific limitations. In addition, these officials must assure that appropriate information and approval concerning use of first-class air travel is submitted with travel voucher for use in filing the Department's first-class use report, submitted semi-annually for review by the General Services Administration (DOT 1500.6, par 420d).

tional cost. The TCAS decision was announced by the Administrator in a June 23 speech to the Aero Club of Washington. Regarding TCAS-II, he said: "My intent is to set minimum acceptable standards then let free enterprise bring its creativity to make the TCAS system better with more features, more information to the pilot, and at lower prices."

Growth: Number One Problem

Handling a doubling of active aircraft in the next decade "is our number one problem," the Administrator told an Aero Club of Washington audience last week. He said the agency's labor problem deserved "time, patience and active consideration" but he went on to emphasize that the growth in the number of active aircraft from 100,000 to 200,000 will have the greatest impact on the shape of things to come at FAA. Although we already have 200,000 registered planes in the civil fleet, he explained, only about half are really active, with the rest permanently parked or stored in old hangars. "This growth will affect airports, airport operators and dissident noise groups more than any other problem. It will affect Congressional committees with responsibility for authorization, appropriations and oversight more than any other." The Administrator then went on to say, "We also will have to take a new look at many of FAA's historical working processes and procedures if we are to accommodate this growth."

Bear Makes Hash Of DF Cables

Electronic technicians in Alaska ran across a unique maintenance problem recently in the form of a rampaging grizzly bear. At Deadhorse Airport, a huge, ferocious grizzly made hash, literally, out of FAA equipment. The bear, who was reported to be at least eight-foot tall, chewed up the cables to the direction-finding equipment (DF) and knocked out the MALS and REIL light systems. The DF was restored almost immediately but the lights were out of service for some time. The bear was put permanently out of service, and FAA is working with the Park Service to clear the area of other grizzlies.

Consolidation Delayed

Implementation of the agency's regional consolidation plan will be delayed while the entire plan is carefully reexamined. The delay and reexamination were prompted by requests from elected officials and by concerns about the impact of servicing foreign air carrier operations at some U.S. terminals.

The News in Brief

A New ARTS II-equipped Terminal Radar Approach Control facility (TRACON) has been commissioned at the Mahlon Sweet Airport in Eugene, Ore. The facility is staffed by 18 controllers, under the direction of Tom Jost, and by five Airway Facilities technicians, working under Jim Murdock. Construction on the \$1.7 million TRACON was completed in October 1980, but another eight months were required for installation of the electronic gear. The facility will operate from 6 a.m. to 12 midnight.

● Joseph P. Welsch, former vice president for finance of the U.S. Railway Association, has been confirmed by Congress as the new Inspector General of the Department of Transportation. Before joining the Railway Association, Welsch was Deputy Assistant Secretary of Defense for Management Systems.

● The agency will grant its first merit pay increases to eligible employees next October. Therefore, now is the time for employees who believe their positions are incorrectly covered or who have questions on the Merit Pay System to contact their servicing personnel office.

● A \$3.5 million contract has been awarded to a Pleasantville, N.J., contractor to resurface the 10,000-ft. runway and adjacent taxiway at the Technical Center's Atlantic City Airport. Work is already underway and is scheduled for completion in November.

FTS DIRECT DIAL SYSTEM EXPANDED

Special Instructions - Area Code 714

Automatic Off-Net (AON) has been extended to that part of Area Code 714 in and around the metropolitan area of San Diego. Communities outlined below may be direct-dialed, using standard AON procedure:



For other "off-net" locations within Area Code 714, follow current dialing instructions in your User's Guide or local Federal telephone directory.

Now you can dial direct from your FTS phone to any commercial number in 34 area codes. The 34 area codes constitute about half of the 180 million-plus commercial phones in use in the United States today. But even with the availability of all the direct dial power, about \$24 million was spent on toll calls last year. Most of that money could have been saved if employees used the cheaper FTS service that is now available. An updated map and a list of dialable off-net area codes are printed on pages 6, 7 for your convenience. The next time you have to make a commercial, off-net call, anywhere, check the list first. If it is a direct-dial location, use the FTS. If not, use FTS to the GSA consolidated switchboard (listed in the Users Guide) nearest to the place to be called. If in doubt about the use of FTS or you need assistance check your local Users Guide or ask you GSA operator.

LANCASTER AFS NEWS

Max Kelch, former Sector Manager of the Lancaster Airway Facilities Sector, would like to thank everyone who attended his retirement dinner on May 8, 1981. This was a very special evening for Max and his family. Max especially thanks Rudy Clemente for the video tape he prepared of his retirement dinner. Max's 88-year-old father enjoyed the video tape immensely since he was unable to attend. Thanks, also, to Ron Brady for the photographs and to everyone who made May 8 a night Max will never forget.

LAX TOUR SCHEDULED

Improvements at Los Angeles International Airport (LAX) which are expected to cost in excess of \$300 million are now underway. Mal Packer, Chief Airport Engineer, will conduct a tour of the airport on July 14, 1981, visiting current and proposed construction sites. The tour will start at 5:30 p.m. at the lobby of the inspection building of the Engineering Bureau, 7051 West Imperial Highway. There is no charge. The buses will be furnished by the Los Angeles Department of Airports. If you plan to attend, contact Royal Mink as soon as possible on 536-6231 for reservations. This will assure that adequate bus transportation is available.

Two-Pilot Crew Upheld

The President's Task Force on Aircraft Crew Complement has upheld FAA's certification of the DC-9 "Super-80" with a two-member flight crew. In its July 2 report to the President, the Task Force said: "Operation of the DC-9-80 by a crew of two is safe. Adding a third crewmember would not be justified in the interest of safety." The Task Force also concluded that the Boeing 757 and 767 and the European-made A-310 "potentially can be operated safely by a crew of two." However, it said "it cannot pre-judge the outcome of the certification process as it is to be applied to future aircraft." Additional details and a summary of the Task Force's recommendations will be carried in the next issue.

Complaint Center Set Up

A complaint center to collect information on fraud and waste in Federal programs has been established by the Department of Transportation's office of Inspector General. OIG has designated a telephone number and post office address for employees who are concerned about suspected waste, mismanagement or potential fraud. The number is 202/755-1855, and the mailing address is P.O. Box 23178, Washington, D.C. 20024.

FAA INTERCOM is published weekly for Western Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office.

Articles and photographs should be received by the Editor, AWE-5, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

Commuter Prospects Bright

Passenger traffic on the commuter airlines has been growing at almost twice the rate of the big carriers since 1975, and FAA's Director of Aviation Policy and Plans, Harvey Safeer, sees no end to the trend. Speaking to the spring meeting of the Commuter Airline Association of America in Washington, D.C., Safeer said, "Our forecasts show that the strong growth in commuter activity, relative to other segments of the aviation industry is expected to continue. By 1993, for example, commuter revenue passenger miles are forecast to exceed seven billion and commuter enplanements are expected to surpass 43 million." Safeer also noted that the number of city pairs served by commuters is expected to increase by eight percent annually, partly because of deregulation and partly because commuters will be moving into new market areas in smaller communities.

OAKLAND FSS NEWS

The Oakland Flight Service team has settled into a new routine here at the new facility, and operations are going along quite smoothly. Now that the transition phase of the move has been completed, Deputy Chief George Hioco has left for a month's vacation in Colorado. Specialist Rich Mendribil left for Amsterdam to spend his vacation in Europe. Andy Davie has been detailed as Temporary EPDS, following Dick Ridgeway in this position. Recently, specialists Andy Davie, Anne Raney and Bruce Britos spoke to local flying clubs about our new Dimension 2,000 telephone system and specialist Edale Clark gave a facility tour to 50 pilots. Congratulations to specialists Merv and Aurora Ingram on the birth of their son. Everyone, the supervisors, specialists, and families, who attended the facility picnic had a good time and the turnout and the food were great!