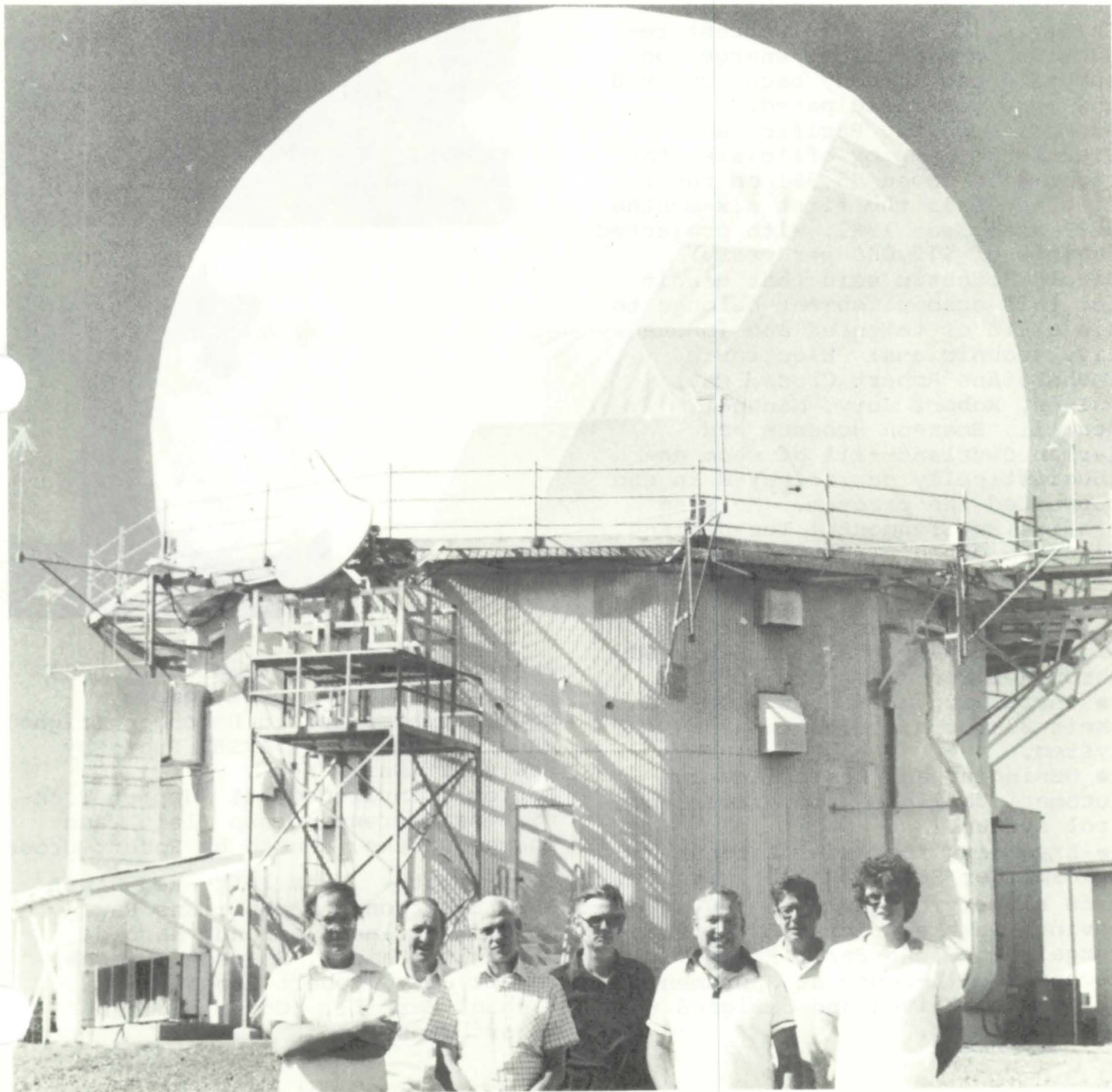




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



RED BLUFF RADAR PEOPLE SAVE ENERGY

Cover Story

Personnel at the Red Bluff Airway Facilities Sector Field Office (Air Route Surveillance Radar) received an Energy Conservation Award last year in recognition of their outstanding achievements in conserving electrical energy. The award was presented by the Pacific Gas & Electric Company. Harold Hotchkin, Sector Field Office Chief, said that a 28 percent reduction in electrical energy consumption had already been achieved and more was anticipated. According to the Pacific Gas & Electronic Company officials, the radar site saved \$5,991 on their electric bill the first six months of Fiscal Year 1981, with projected savings of \$12,000 per year.

Harold Hotchkin said that credit for this accomplishment belongs to his staff of talented and innovative technicians: Electronic Technicians Robert Cross, Paul Golden, Robert Jury, Michael Merrill, Emerson Schenck and Harlan Swetland--all of whom enthusiastically participated in and supported the program. He also credits Environmental Technicians Lawrence Orson, Thomas Radtke, Cliff Novinger, and Paul Mederios, who were also very instrumental in this success. The greatest portion of the savings were achieved through three major projects:

- Installing an Energy Saver on their 20-ton air conditioning system.
- Designing and installing an automatic building temperature control system.
- Expanding the Radar Antenna and Transmitter Start (RAATS) circuit. This alone provided a \$4,000 a year savings in electrical costs, thanks largely to Glenn Earl, Radar Technician-In-Depth at Sacramento AFS who conceived and designed the RAATS circuit.



Above photos: Top--Paul Collin of Pacific Gas & Electric Company congratulates Harold Hotchkin (right) chief of Red Bluff ARSR. Photo by Red Bluff Daily News.

Bottom: Environmental Support Technicians Lawrence Orsen (left) and Thomas Radtke. Photo by Robert Cross.

Cover photo: From left--Red Bluff ARSR Electronic Technicians Paul Golden, Harlan Swetland, Harold Hotchkin (Chief), Emerson Schenck, Robert Jury, Robert Cross and Michael Merrill. Cover photo by Robert Cross.

TWENTY-YEAR NAS PLAN

It's called the National Airspace System Plan, but the FAA Administrator says it's more than that. "It's a decision document," he told a packed public briefing in Washington headquarters on January 28.

"It spells out very clearly and in substantial detail how the National Airspace System will evolve over the next two decades as we move into the 21st century." Some of the key elements of the plan are the replacement of the present air traffic control computers, modernization of the flight service station network and deployment of new radar, communications and airport landing systems. The plan points out that the present system for guiding aircraft in the United States is the safest and most efficient one in the world but says "it is very expensive to operate and maintain, expansion capability is limited and adaptability is difficult." It estimates that system modernization would save the taxpayers approximately \$25 billion in reduced operating and maintenance costs over the next 20 years. These savings would result from higher levels of automation, consolidation of major facilities and the application of lower-cost technology in telecommunications. In addition, it says, aircraft operators would realize substantial benefits from the modernization of the system. Safety would be enhanced, delays reduced and pilots afforded greater flexibility in the use of the airspace. Some highlights from the 450-page plan follow:

● Computer Replacement: FAA first would replace the present IBM 9020 computers in the air route traffic control centers with new "host" computers that could use the existing instruction or "software" packages. The agency then would proceed with development and implementation of new software as well as new consoles and displays, known as

"sector suites," for the controllers. The availability of new, higher-capability computers also would permit the automation of many air traffic control tasks now performed manually, with resulting increases in controller productivity and fewer opportunities for errors.

● ATC Facility Consolidation: FAA also would use the same basic computer systems and sector suites in the en route centers outside the contiguous 48 states as well as in terminal radar facilities. The trend during this period would be to blend the separate functions of terminal and en route air traffic control and permit consolidation of facilities. By the year 2000, the present total of more than 200 en route centers and terminal radar facilities would be reduced to about 60 facilities, providing complete nationwide coverage.

● FSS Modernization: Additionally, the plan covers the automation and consolidation of the FAA's network of more than 300 flight service stations which provide weather briefings and other services primarily to general aviation pilots. Forty-one FSS sites will receive delivery of the initial model of automation beginning in late 1983. Eventually the FSS system will be comprised of 61 automated facilities with direct pilot access to data.

● Radars: Another key element is a new secondary radar system that will interrogate aircraft on an individual basis and pave the way for automatic "data-link" air-ground communications to provide additional real-time information to pilots using the system. This "Mode S" equipment (the "S" stands for selective address) in combination with a new generation of Doppler weather radar also will permit the eventual replacement of the present primary en route radar system. However, primary radar will be retained in terminal areas and improved with the addition of a separate weather channel. (continued on page 4)

NAS PLAN (continued from page 3)

- Weather Services: A major up-
grading of weather services provid-
ed directly to pilots also is plan-
ned. For example, the plan calls
for installation of automated wea-
ther sensors at airports to broad-
cast surface conditions by means of
a computer-generated voice over VOR
radio navigation stations, thus en-
hancing safety and allowing lower
weather minimums for landing.
- Microwave Landing System: In
addition, the plan recommends that
the agency begin installing the new
microwave landing system (MLS) at
airports in 1984 and have more than
1,255 in place by 1998. This equip-
ment provides more precise guidance
over a broader area than the pre-
sent instrument landing system and
will permit the gradual phase out
of this equipment.
- Facility Maintenance: Also en-
visioned is the replacement of all
vacuum-tube electronics with solid-
state equipment to increase relia-
bility and reduce maintenance costs.
Remote maintenance monitoring of
equipment performance also will be
introduced, further reducing the
demands on maintenance personnel.
- Flight Inspection: Significant
savings also are envisioned as a
result of changes in the program
for flight inspection of navigation
aids. These include the replace-
ment of the present flight inspec-
tion fleet with more fuel-efficient
turboprop aircraft by 1990, intro-
duction of automatic flight inspec-
tion equipment and procedures and
consolidation of flight inspection
field offices. Copies of the plan
are available from AAF-10 in Wash-
ington, but they cost \$9.75 each.
FAAers can get the news release
announcing the plan, with an accom-
panying fact sheet, by contacting
APA-300 in Washington (202-426-
8521). The entire March issue of
FAA World also will be devoted to
the plan and will summarize the key
sections. It comes to you free.

EMERGENCIES PILE UP BUT ALL SAFE

It was a busy night for the Sector 36 controllers at the Denver Center which was handling approach control for Casper, Wy., Airport. First, a twin, piston-engine commuter airplane, carrying 10 passengers and a pilot, reported it was picking up rime ice and struggling to maintain altitude. So the Sector 36 controllers advised the pilot to return to the Casper Airport and began careful vectoring of the flight to the landing runway. Just then another plane declared a critical fuel situation and asked for an immediate landing at Casper. As Sector 36 controllers began to work this aircraft, the commuter reported that it no longer could maintain altitude, nor could the pilot see through the ice-encrusted windshield to land. The controllers quickly changed the game plan and vectored the commuter to an area where no icing was reported at the same time they landed the fuel-critical plane at Casper. Now a new problem arose with the commuter--its number one engine quit--and the Sector 36 controllers had to set up an emergency landing. They vectored the plane to Sheatland, Wy., Airport where the pilot landed safely after a local pilot, who had been monitoring the frequency, briefed him on the tricky cross-wind at the field.

IN SYMPATHY

Many of the "old timers" who served under the late L. Ponton deArce in Air Traffic Control will remember his lovely wife, Helen, who frequently accompanied him on his trips around the region. We are saddened to report that Helen passed away on September 14, 1981. Our sincere condolences to the deArce family.

COMPUTER REPLACEMENT CHIEF NAMED

The Administrator has picked a computer specialist with more than 30 years engineering experience as director of the newly-established Advanced Automation Program Office. He is Valerio R. Hunt, who joins FAA from Computer Sciences Corp. to head the office that will "define, develop, acquire, test and implement a replacement system for the air traffic control computers and related systems." Hunt had been chief engineer for the System Sciences Division of Computer Sciences Corp. since August 1979, and during that time was involved in several FAA automation programs.

Prior to that, he spent four years with the Central Intelligence Agency where he was responsible for the acquisition and development of computer systems for the agency. During previous employment with Computer Sciences Corp., he was program director for the Navy Acoustic Intelligence Data System, called AIDS, and later director of Special Projects. A native of Columbus, Ohio, Hunt holds a B.S. in engineering physics from Lehigh University and also did graduate work at Johns Hopkins. He served with the Army Air Corps during World War II.

HONOLULU PILOT CREDITS FAA FOR SUCCESSFUL DITCHING

When George Leavitt, a private pilot in Honolulu, took a one-day FAA Water Survival course on how to make emergency landings at sea, who would have thought that less than two months later his life and those of his passengers would depend on it. Leavitt was forced to ditch a single-engine Piper Cherokee into Kaneohe Bay after his engine quit in mid-flight. His seven passengers (including three children) were unharmed, only wet, due to Leavitt's "text-book perfect" ditching. Leavitt gave credit to the FAA course he had received and said, "I just did what I had been taught to do." Leavitt was awarded an FAA Certificate of Achievement, presented by Jim Forsyth, General Aviation Unit Chief at the Honolulu Flight Standards District Office, for the successful water landing with no injury to himself or his passengers and only minimal damage to the aircraft.

NEW ADDITIONS TO FAA FAMILY

Much to the surprise of all in the Management Systems Division, it was announced on Monday morning that Sandy Monge, Administrative Support Staff, had delivered a 7 lb., 1½ oz. baby girl on Saturday morning, January 23. Claudia Christine was not expected for two weeks yet, but typical of first timers she had different ideas about when to make the grand exit. Mother and baby are doing just fine. We wish Sandy and her new family much happiness and a big congratulations!

● Helen O'Rell and her husband, Mike, are the proud parents of a 8 lb. 9½ oz. baby girl, Karen Marie, born on January 22. Helen served as Administrative Officer with the Los Angeles TRACON and was formerly with the Regional Planning and Appraisal Office. We understand that Karen Marie has red hair just like her mother. Our sincere congratulations to Helen and her family.

THE NEWS IN BRIEF

The tragic crash of an Air Florida 737 on takeoff from Washington National Airport on Jan. 13 ended some remarkable safety record in commercial aviation. It was the first fatal crash of a U.S. jetliner in 26 months and it was the first accident involving a passenger fatality at Washington National in 32 years. Moreover, it was the first fatal accident for Air Florida in the carrier's nine-year history. ● The latest aircraft to join the FAA fleet is an eight-passenger Sikorsky S-76, a new generation business helicopter, which was delivered to the Tech Center recently. The aircraft is specially instrumented and will be used as a flying test-bed to evaluate helicopter instrument flight rule (IFR) operations. According to Robert Pursel, navigation program officer in the Systems Test and Evaluation Division, it also will be used to test the NAVSTAR Global Positioning System and Loran-C. ● The agency has frozen operations at current levels for all airports within the boundaries of eight en route centers to maintain the controller workload at

the current level in those facilities. The centers are Boston, Chicago, Cleveland, Fort Worth, Houston, Indianapolis, Minneapolis and New York. The limitations do not apply to the 22 "pacer" airports where flight quotas already are in effect, but to other airports handling airline traffic. Under the plan, no new flight authorizations at any affected airport will be approved between 7 a.m. and 8 p.m. ● Boeing got all the headlines with the rollout of its new 757 in mid-January, but Pratt & Whitney says it also is making good progress in testing the new technology engine that will power later versions of the narrow-body twin jet. According to a company release, the PW 2037 engine already has run at 38,200 pounds of thrust, exceeding its rated takeoff thrust of 37,000 pounds. Also, during its first test run on Dec. 4, the engine achieved the lowest specific fuel consumption of any engine ever tested at Pratt & Whitney. The company is shooting for FAA certification of the engine in the fall of 1983.

CIVILAIR NEWS

Attention Baseball Fans--It's that time of year again when we renew our Civilair Season Box seats at Dodger Stadium. The box seats this year are \$6.00 per seat. Reserved parking will be \$4.00 per game. If you sign up to see each of the 11 opponents once, you will be assured of seats to any post season games for which the Dodgers may be eligible, play offs, league championship, or World Series. Detailed information, season schedules and order blanks are available from Management Systems Division, AWP-60.

RETIREE DEATH

We are saddened to report the death of Kenneth Kellner on January 22, 1982. Ken retired as Chief of the Airports Engineering Branch after a long and illustrious aviation career. During his career he served as Chief, Los Angeles District Office, and spent a number of years in the Alaskan Region. During World War II, Ken worked on the Alaskan Highway. Ken will be missed by his many friends. Our sincere condolences are extended to his family. Friends wishing to express their sympathy may write to Ken's wife, Gertrude, at 3539 Don Carlos Dr., Rancho Carlsbad, CA 92008.

LOGISTICS DIVISION NEWS

Welcome aboard to the following employees from the former Payroll Branch: Barbara Bennett and Sharon Owen, Procurement Clerks in the Procurement Branch; and Janice Beccue, Supply Technician, Materiel Management Branch. Also, welcome aboard to William Lemonde, temporary File Clerk in the Services Branch. Lorraine King, Services Branch, has transferred to the Materiel Management Branch as General Supply Specialist.

THANKS TO ALL WHO HELPED SUPPORT THE VALLEY ORTHOPAEDIC CLINIC

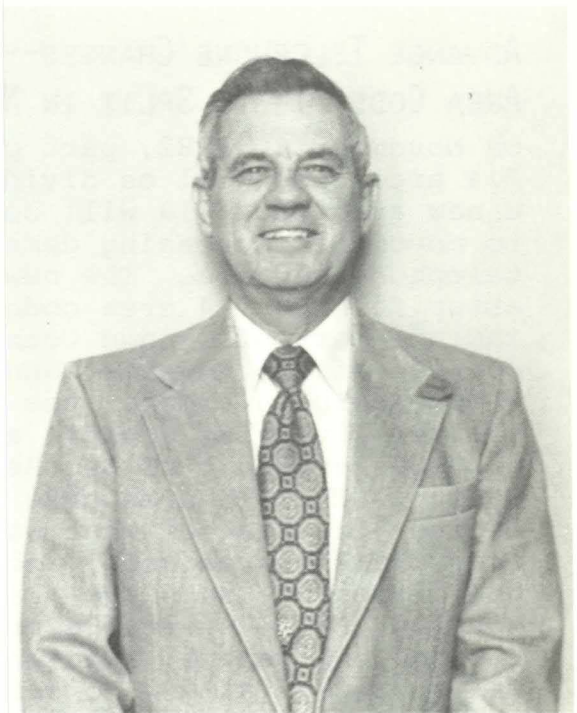
Checks totaling \$870.00 have been forwarded to the Valley Orthopaedic Clinic in Calexico, Calif., as our annual Christmas contribution to the Clinic. Employees in the Airway Facilities Sector and Los Angeles Center joined with Regional headquarters employees in this worthy cause this year, and we especially thank them for their contribution.

CAPSULE GLIMPSES...

MEET WILL BEDGAR, VAN NUYS GADO

Wilton P. Bedgar is currently the Acting Chief of the Van Nuys General Aviation District Office. Will began federal service in 1958 with the CAA at Santa Monica as an aircraft mechanic. He progressed to a General Aviation Maintenance Inspector in 1967 at the Van Nuys District Office, and achieved journeyman status (Maintenance Inspector) in 1969. He served as Assistant Principal Maintenance Inspector at Santa Monica and then transferred back to the Van Nuys office as a Supervisory Aviation Safety Inspector, being promoted to an Airworthiness Unit Chief in 1979.

Prior to federal service, Will held several aircraft maintenance positions in the private sector, including six years with Bell Aircraft Corporation in their Experiment Flight Test Division involving helicopter prototypes and sonic flights with rocket-powered aircraft. At one time, Will was the personal aircraft mechanic for the former movie actor Robert Taylor. Will also served two years during WWII with the U.S. Army Air Force and four years with the Air Division of the U.S. Navy as a flight engineer. Will's hobbies range from antiques and auto restoration to plastic model building.



COMMENTS SOLICITED ON SPRING AIRLINE SCHEDULES

FAA will be soliciting comments from the airlines, airport managers and community leaders during a public meeting on spring airline schedules to be held in the FAA Washington headquarters on Feb. 1. One of the principal questions to be discussed at the meeting is whether the FAA should go back to a zero base in developing the spring schedules or continue to work from the present base, making adjustments to reflect capacity changes. The question of how new entrants can gain access to the system also will be addressed. The spring schedules will go into effect on April 25, concurrent with the switch to Daylight Saving Time.

ADVANCE TELEPHONE CHANGES-- AREA CODE 714 TO SPLIT IN NOVEMBER

On November 6, 1982, part of the 714 area code will be divided and a new area code 619 will be created to meet the increasing demand for telephone service. The new boundaries for the 714 area code will include most of Orange County; the portion of Los Angeles County which includes Pomona; the western half of Riverside County; and the Southwestern part of San Bernardino County. The 619 area code will include the rest of what was formerly the 714 area code, including the cities of San Diego, Palm Springs, Palm Desert, Desert Hot Springs, El Centro, Twentynine Palms, Yucca Valley, Morongo, Joshua Tree, Rancho Mirage, Indio, Indian Wells, Cathedral City, La Quinta and Thermal. Seven-digit telephone numbers will not change. The only difference is that calls crossing the 714/619 boundary will have to be dialed using the appropriate area code.

LONG BEACH AF SECTOR GRAPEVINE

Congratulations to all those who recently received awards, and welcome aboard to Electronics Technician Trainee, Jeffrey Brown. Jeff reported for duty from Los Angeles AF Sector to the Long Beach Rad/Comm Unit on Dec. 14, 1981.

NEW HONOR FOR OLD GLORY

When Norma Senkow looks at the American flag that flies above FAA's new Technical Center building in Atlantic City, it's more than patriotism she feels. It's her flag and it's flying in honor of her late husband, who also was an FAA employee. A technical editor in the Tech Center's AF Division, Norma donated the flag to the Center as a replacement for the one that was shredded by wind and weather. It had been used at her husband's funeral in 1969 to mark his military service and was given to her as a memento after the ceremony. But she said she would rather have it flying over the Center, rather than sitting home in a trunk. She's confident that her husband, a former controller who worked at the Center as a systems analyst before his death, would feel the same way.

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