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Feb. 12, 1982

Public Affairs Office
AWP-5

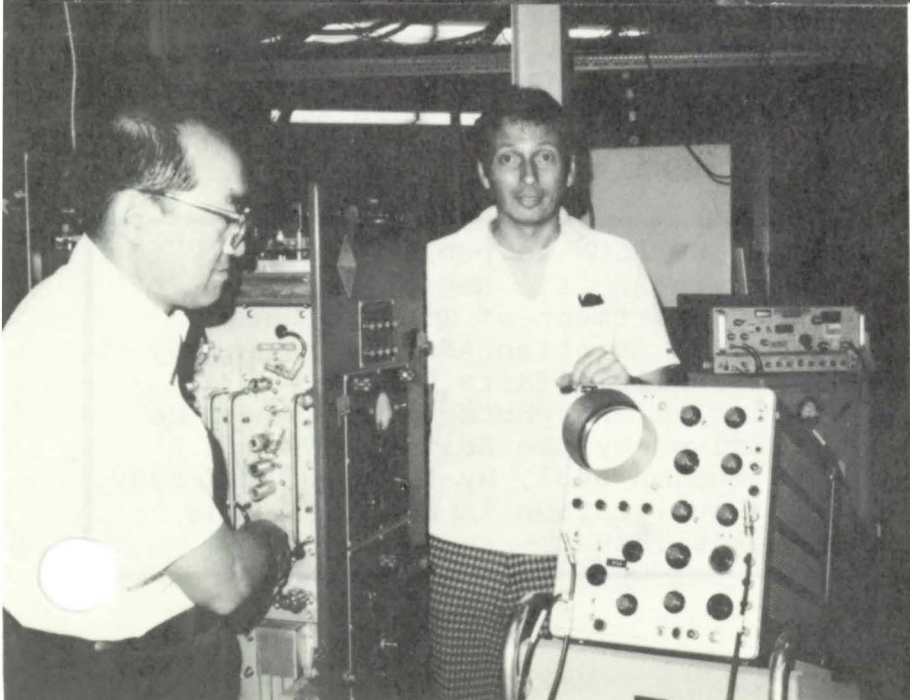
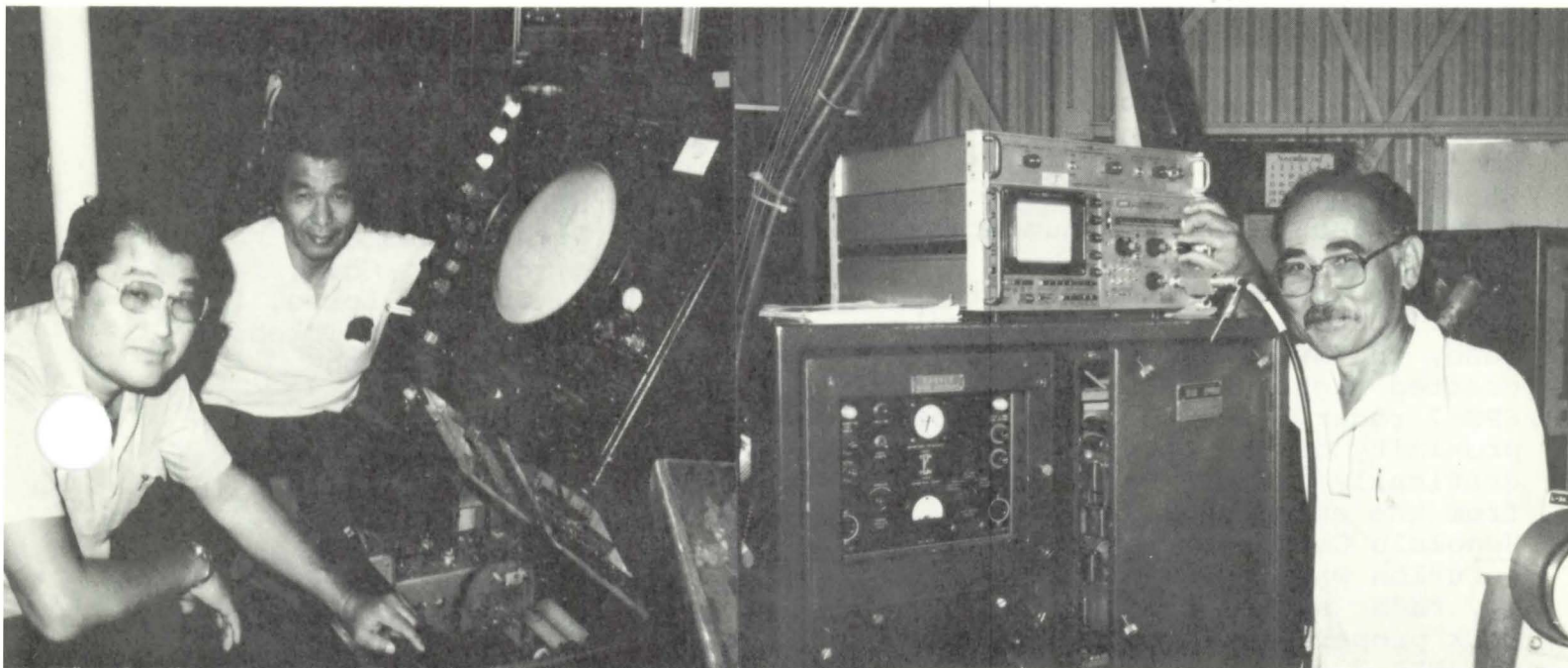
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U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

AWP - 5



MT. KAALA
A. F.
TECHNICIANS

COVER STORY...

Personnel at Mt. Kaala Airway Facilities Sector Field Office can attest to the fact that an impossible task may take a little bit longer.

High atop 4,025-foot Mt. Kaala, a new long range radar, ARSR-3, is now being installed for use by Honolulu Center controllers. Although such an installation project normally would not pose any major problems, the Mt. Kaala ARSR-3 project in its early stages faced an obstacle of monumental proportion.

Because of the limited useable level space atop the extinct volcano, the new radar was to be erected right beside the existing FPS-7 radar. However, such close proximity of the project would critically deflect radar signals from the existing radar used by Honolulu Center operations. The solution was to install a temporary radar system and get it to work properly before turning off the FPS-7 radar so the new ARSR-3 project could proceed.

After a nationwide search, Airway Facilities engineers located an "abandoned" AN/FPS-37 radar to be used as the interim radar. But to their dismay, they found it to be badly cannibalized.

Mt. Kaala Sector Field Office technicians were given the "mission impossible" task of restoring the cannibalized AN-FPS-37 radar and interfacing it with the existing system and getting the whole system to work properly so Honolulu Center operations could continue without any disruption--a tall order. This approach would not

only make it possible to restart the ARSR-3 project, but would also result in a savings of \$97,000!

Susumu Furuike, Mt. Kaala SFO Chief, said his people had to use a great deal of "ingenuity and resourcefulness" in solving the myriad of problems discovered in the AN/FPS-37 cannibalized system. "On many occasions when solving for one defect, we uncovered two or three other deficiencies," explained Furuike. "But our guys made a tremendous effort which succeeded in getting the system working with the existing system." Such outstanding effort, of course, did not go unrecognized. "These super techs did a super job," praised Furuike as he presented them with a group award for their remarkable accomplishment. The Electronic Technicians are: William Chee, Herbert Chun, Kenneth Kato, Charles Lewis, Walter Miyamoto, Toshio Takehara, Stanley Waldman and Ralph Yoneshige.

Thanks to the efforts of these technicians, the interim Mt. Kaala Long Range Radar was made possible.

Cover photos:

Electronics Technicians at Mt. Kaala Sector Field Office--

Top left: Walter Miyamoto (left) and Kenneth Kato.

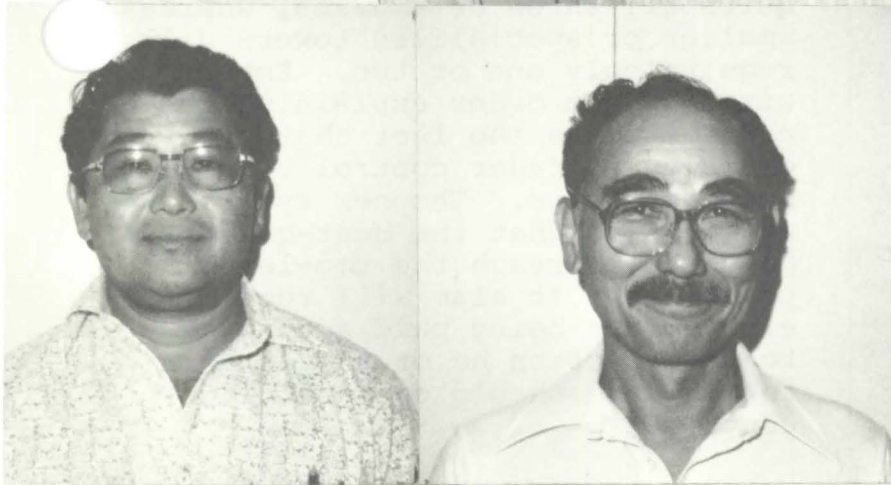
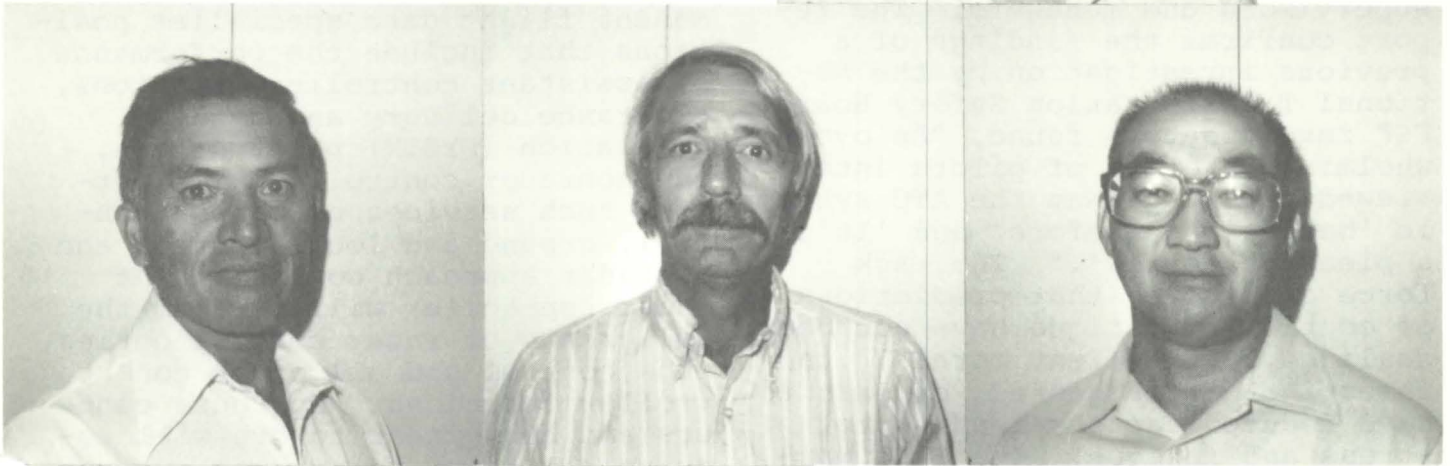
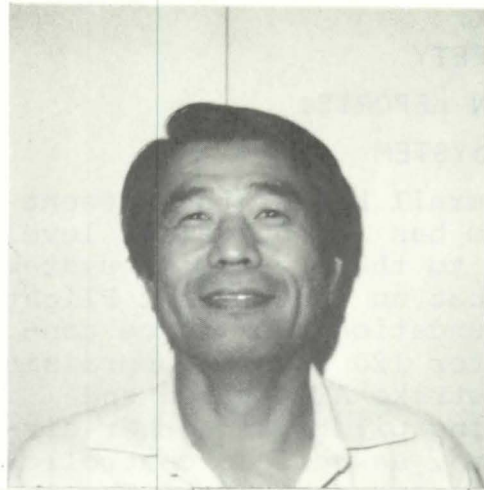
Top right: Ralph Yoneshige.

Bottom: Toshio Takehara (left) and Stanley Waldman.

Cover photos by Sus Furuike.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and photographs should be received by the Editor, AWP-5, extension 6431, by 11 a.m., Thursday, for publication in the following week's issue.

Mt. Kaala
Long Range
Radar Crew



Here is the Mt. Kaala crew who did such an outstanding job installing the interim Mt. Kaala Long Range Radar ARSR-3:
From the left--
Top Row: Kenneth Kato.
Second Row: Herbert Chun, Charles Lewis and Toshio Takehara.
Third Row: Walter Miyamoto and Ralph Yoneshige.
Bottom Row: William Chee and Stanley Waldman.
Photos by Sus Furuike.

FLIGHT SAFETY
FOUNDATION REPORTS:
ATC SAFE SYSTEM

"On an overall basis, the present ATC system has an equivalent level of safety to the pre-strike system." This is what an independent Flight Safety Foundation task force concluded after 120 days of appraising the post-strike ATC system and interviewing pilots and other air-space users, as well as controllers, supervisors and managers. The report confirms the findings of a previous investigation by the National Transportation Safety Board. FSF investigators found, "An overwhelming majority of pilots interviewed reported that the ATC system is 'better than before' and 'It's a pleasure to fly'." The task force also noted that predictions of controller fatigue have not been realized. "Excellent morale," the investigators suggested, appears to have reduced factors leading to stress and fatigue. The high morale contrasted with a pre-strike work environment of "bickering, abusiveness and continual harassment of controllers and supervisors," the report states. On the subject of controller proficiency, the report states categorically, "No evidence was found to support allegations of unqualified personnel controlling traffic" and added that, "on the average, the present controller workforce is judged to have equivalent proficiency when compared to the pre-strike staff." Investigators also examined the question of rehiring fired controllers, but concluded that severely strained personal relations between strikers and non-strikers make cooperation, coordination and trust between the two groups "virtually impossible." Therefore, the report recommends that "the government should stand firm in refusing to bring the striking controllers back into the ATC system."

PERFORMANCE LEVELS USED
IN NEW CONTROLLER SYSTEM

The agency has adopted a new "structured staffing" concept for air traffic control facilities and expects to have it fully implemented by Oct. 1. Under the new system, there will be three basic controller performance levels--the flight data specialist, the nonradar controller and the radar controller. The Air Traffic Service currently is establishing permanent flight data specialist positions that include the performance of assistant controller functions, clearance delivery and dynamic simulation (DYSIM) pilot duties. The nonradar controller will perform such services as manual control, ground and local control and nonradar approach control. The radar controller will perform the full range of radar control duties, flow control and all other controller functions. En route centers and busy radar towers will require all three categories, whereas smaller or specialized towers will require only one or two. Emphasized in the order explaining the new system is the fact that progression to radar controller will be competitive. The new system will assure that the best-qualified people will reach the top-level positions. It also will result in each person being paid according to the function he or she is performing and should cut training costs.

IT'S TWINS FOR JOE AND MARY KLOPP

It's double congratulations for Joe Klopp of Van Nuys General Aviation District Office and his wife, Mary. They are the proud parents of twin girls, Kelley Ann, weighing in at 8 lbs. 1 oz., and Diane Elizabeth, 5 lb. 2 oz., who presented themselves on January 7.

ALEX GARVIS RETIRES FROM AGENCY

Alex F. Garvis, FAA Western-Pacific Regional Public Affairs Officer, will retire on February 19, 1982 from the FAA after serving more than two decades in Federal government service. Garvis has worked for FAA in Washington, D.C.; Anchorage, Alaska, and, for more than three years, in the Los Angeles area at the Regional office in Hawthorne, Calif. Prior to joining the government, Garvis was a newspaper reporter for The Detroit News for 22 years. Following his retirement, he plans to return to Washington, D.C.



NEW TELEPHONE NUMBERS FOR ONTARIO AFSFO

The Airway Facilities Sector Field Office at Ontario has new commercial and FTS phone numbers. The new FTS number is: 796-6795; and the commercial number is: 351-6795. The area code (714) remains the same. These new numbers replace 796-1622 and 787-1622. The Field Office has retained its other commercial number: 983-5995.

SUPER BOWL PLAN ON TARGET

The final score now is in on Super Bowl XVI in Detroit, and it shows that FAA came out a winner along with the 49ers. In fact, the IFR reservation program for general aviation pilots flying to the game worked so well that it will be used as a model for the Indianapolis 500 and the Kentucky Derby, both scheduled for May. Despite an ice storm and other adverse weather, close to 1,000 extra IFR flights were handled at the Cleveland Center and the 12 Detroit-area airports during the five-day period covered by the plan. Throughout this time, traffic flowed smoothly and there were no tie-ups.

THE LAST OF THE MOHICANS

When one of the inspectors at the San Francisco Air Carrier District Office recently put out a cigarette and exclaimed, "I quit!", he meant smoking and it was a cause for celebration. The office is staffed by 26 inspectors and three secretaries -- all of whom are now non-smokers. We think that's quite a record!

RED CROSS BLOOD DRIVE A SUCCESS

A highly successful blood drive was held at Regional Headquarters on February 2. Executive Officer Jim Nielsen was chairman of the drive. The Blood Drive Coordinators did an outstanding job of reaching potential donors and, as a result, 152 employees volunteered to donate and 115 pints of blood was actually collected.

Regional Director H. C. McClure expressed his sincere appreciation to all concerned, stating: "This was 50 percent above our goal and is directly attributable to the efforts of the Blood Drive Coordinators and the unselfish donations of our fellow employees. Giving blood saves lives, and all employees are to be congratulated for their efforts."

AWARDS

Quality Within-Grade Increase Awards:

Dorothy Gragg, Chief, Procurement Branch, Logistics Division
Alan Hanson, Supervisory Civil Engineer, Airway Facilities Establishment
Engineering Branch, AWP-454.

Special Achievement with Outstanding Rating:

Ruth Kajikawa, secretary at the Honolulu FSDO. Presentation was made by
Frank Walley, chief of the Air Carrier Unit.

Special Achievement Awards:

Alfred Rachman, Electronics Technician, Technical Support Unit, and
Lee Wangerin, Environmental System Technician, Long Beach AF Sector.
Jack Fidler, James Ingels and Lee Metcalfe, Electronics Tech., San Diego AFS.

Letter of Commendation:

John Ing, Acting Chief, Logistics Division, Pacific Region.

Letters of Appreciation:

Lee Wangerin, Environmental Systems Technician, Long Beach AFS, from
San Pedro Long Range Radar Chief.

All Specialists at Stockton FSS from Chief, Stockton FSS.

George Smith, Evaluation and Proficiency Development Specialist,
Sacramento FSS, from Chief, Sacramento FSS.

Harold Davison, Juan Del Rio, Karl Kochishan and Winston Sloan,
Environmental Systems Technicians, San Diego AFS.

Ken Mahorney, Dean Spring and Kelly VanVleck, Team Supervisors, Sacramento FSS.

Bill Slaton and Lonnie Freyler, Edwards Automation Sector Field Office for
helping to restore the Reno Automatic Radar Terminal System, ARTS II.

John Bowman, Lancaster AFS, from Manager, San Diego AFS.

Bill Beyer, Las Vegas AFS Rad/Comm Unit, from Chief, Radar/Automation
Engineering Division, AAF-300, for work on ARTS IIIA at Las Vegas Tower.

Bill Beyer and Cal Gilliam, Las Vegas AFS Rad/Comm Unit, from Manager,
Oakland AFS, for assistance in solving an ARTS-10PB problem.

Bernie Padget, Las Vegas Environmental Technician-in-Depth, and Jim Neal,
Chief, Environmental Support Unit, Tonopah, from Acting AWP-450 for assist-
ance on the VASI system at Tonopah.

Woody Harkcom, Electrician, Las Vegas Environmental Support Unit, from Chief,
Las Vegas FSS, for excellent work on the console and lighting arrangement
for the CCTV installation.

PACIFIC REGION AWARDS

Shirley Mercer (left), Secretary to
the Director, Pacific Region,
recently received a Special Achieve-
ment Award for her superior perform-
ance. Presentation was made by
recently retired Pacific Region
Director Bob Ziegler (right).

In other award ceremonies, Bob Ziegler presented the Logistics Service
Award to John Ing, Chief, Logistics Division, and Special Achievement
Awards to: Robert Groth, Chief, Civil Aviation Security Division, and
to George Miyachi, Public Affairs Officer, Pacific Region.



CAREER SERVICE EMBLEMS

30 years:

Larry Kruse, Traffic Management Specialist, Procurement Branch.

Joe Gilkison, Chief, Tonopah Sector Field Office.

John McCorduck, Electronic Technician, Tonopah Sector Field Office.

25 years:

Alfred Arnold, Chief, Construction Contracting, Procurement Branch.

Thornton Moxley, Yuma Field Unit, San Diego AF Sector.

Edward Owens, Miramar Field Office, San Diego AFS.

Bill Beyer, Las Vegas AFS Rad/Comm Unit.

Verle Helmick, Las Vegas AFS Environmental Support Unit.

Wes Slocum, Needles Sector Field Unit.

Hartley McSwain, Daggett Sector Field Office.

Max Higa, Oxnard Sector Field Office.

Fred Hilton, Ridgecrest East Sector Field Office.

15 years:

Don Royal, Ridgecrest East Sector Field Office.

Bill Hopkins, Environmental Support Unit, Yuma, San Diego AFS.

Al Berotti, Las Vegas Environmental Support Unit.

Howard Beatty, Las Vegas AFS Rad/Comm Unit

Reuben Sanchez, Jr., Las Vegas AFS Rad/Comm Unit

Calvin Gilliam, Las AFS Rad/Comm Unit.



CAREER MILESTONES -- TONOPAH SECTOR FIELD OFFICE

Congratulations to Joe Gilkison (left), Chief, Tonopah Airway Facilities Sector Field Office, and John McCorduck, Radar Technician at Tonopah AFSFO, who have completed 30 years of Federal service. Photo by Ken Jose.

CAPSULE GLIMPSES...

MEET HOMER WORMDAHL, LAS VEGAS FSDO

Homer Wormdahl is chief of the Las Vegas Flight Standards District Office in Las Vegas, Nevada. Homer has been with the FAA for two decades and has served in Chicago, Detroit, San Francisco, Los Angeles and Las Vegas. Before that, Homer spent 17 years in airline/repair station activity and served three and a half years in the U.S. Air Corps. Homer has been married for 37 years and has two sons and one grandson.



FABERMAN GETS No. 2 LEGAL SLOT

FAA's new Deputy Chief Counsel is Edward P. Faberman, a 12-year veteran with the agency's legal office. Prior to his appointment he was assistant chief counsel in charge of the Regulations and Enforcement Division. A 1970 graduate of St. John's University Law School, Faberman joined FAA the same year as an attorney advisor in the Regulations Division. He became a deputy assistant chief counsel in 1976 and moved up to an assistant chief counsel in 1981. During his service with FAA, he was admitted to practice before the U.S. Supreme Court.

LAS VEGAS AF SECTOR NEWS

The Sector was saddened to learn that two of its retired employees passed away within 12 hours of each other. Condolences to the families of Sherman Hackett and Harry King. Condolences also to Ardis Rogers who traveled to Minnesota recently for the funeral of her mother, and to Bill Beyer whose father-in-law passed away.

EMPLOYEE CLEARANCE PROCEDURES

The Accounting Division, AWP-20, has been receiving various copies of the Employee Clearance Records, WE Form 2700-84, for employees leaving the agency. Per Order WE 2700.11/RM 2700.8/NW 2700.9, the white copy should be used as a transmittal to forward returned items to the employees' control offices (reproduce if necessary), the yellow copy should be forwarded to AWP-26, and the blue copy should be returned to the employee. Please send ONLY the yellow copy to the Accounting Division. If the yellow copy is not available, send a copy of the clearance indicating "in lieu of yellow copy." This will help eliminate duplicate handling of these documents in the Accounting Division office.

TRANSPORTATION OF HOUSEHOLD GOODS

Recent changes to Order 4770.3, Transportation and Traffic Management Handbook, contains criteria and allowances for permanent change of station transfers. All approved future interstate and intrastate moves, both Government Bill of Lading (GBL) and commuted, must be coordinated with the Regional Transportation Officer (Larry Kruse, FTS 966-6278) to determine the most advantageous method to the Western-Pacific Region. Changes to the Travel Handbook, Order 1500.14, will be made later.

SAVINGS PROGRAM SET

In response to the President's call for savings, a cost-reduction program with an FY '82 goal of \$18 million, has been instituted by the Department of Transportation. It's called CARE which stands for Cost Avoidance, Reduction and Efficiency. The program is being monitored by the CARE Committee, which is composed of key officials from the Office of the Secretary. Within FAA, the Office of Management Systems is running the program and already has identified a number of CARE projects. They include reduced administrative telephone services, numbers of vehicles, lighting, travel (in excess of the five percent already cut), overtime and procurement of periodicals. Also under study are consolidation of redundant functions and decommissioning of unjustified equipment.

