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BAKERSFIELD TOWER



Cover Story

The Bakersfield Air Traffic Control Tower is located on Meadows Field Airport in Bakersfield, Calif. It is a Level II Tower/Terminal Radar Approach Control (TRACON), scheduled to operate 17 hours a day from 6 a.m. to 11 p.m. Radar Air Traffic Service was commissioned on Nov. 5, 1981, after a two-month "shakedown" and training period. The equipment consists of an ASR-4 radar, TPX-42 with two displays in the TRACON and two CONRAC displays in the Tower Cab.

Chief of the Tower is Don Miller. The secretary is Joyce Graham. The Team Supervisors are: Norm Crews, Ken Knob, Matt Fletcher and Zeke Clark (on loan from Chief, Fox Tower). Joe Bradshaw is the Evaluation and Proficiency Development Specialist. Of 18 authorized, they only have two full performance level Air Traffic Control Specialists: Vangie Holcomb and Richard Shine. Controllers in training are: John Kurtzman, Stan Dyer, Tom Petrakis, Hugh Kennedy, Bill Riservato and Greg Juro. The FAA is extremely grateful to the U.S. Army for the loan of controllers Caroline Miller, Mark Shealy, Matt Nelson and Mike Motta during the critical staffing shortage at Bakersfield Tower.

The tower and radar, along with other facilities, are serviced by the Radar-Comm Unit of the Bakersfield Airway Facilities Sector Field Office. Assisting Bill Kirkconnell, Supervisory Electronic Technician, are technicians Ken Beam, Bob Bruns, Clark Estell, Nick Hernandez, Paul Johnson, Bill McGraw and Rick Wittmann. Sector Field Office Chief is Fred Wyrick. Cover photo: Don Miller, Chief of Bakersfield Tower. Cover photo by Barbara Abels.



Top: Vangie Holcomb, Air Traffic Control Specialist.

Middle: Matt Fletcher, Team Supervisor.

Bottom: Ken Knob, Team Supervisor.

Photos by Michael Motta.

Bakersfield
Tower/TRACON
Personnel



D

Some of the personnel at Bakersfield Tower are:
A--Joyce Graham, Secretary.
B--Paul Johnson, Electronic Technician.
C--From left--Caroline Miller, U.S. Army; Mark Shealy, U.S. Army; Matt Nelson, U.S. Army; and Bill Riservato, Air Traffic Control Specialist.
D--Norm Crews (left), Team Supervisor, and Stan Nyer, Air Traffic Control Specialist. Photos by Michael Motta.

More
Bakersfield
Tower/TRACON



More controllers at Bakersfield Tower/TRACON are:

A--From left--Team Supervisors Norm Crews and Ken Knobens.

B--John Kurtzman, Air Traffic Control Specialist.

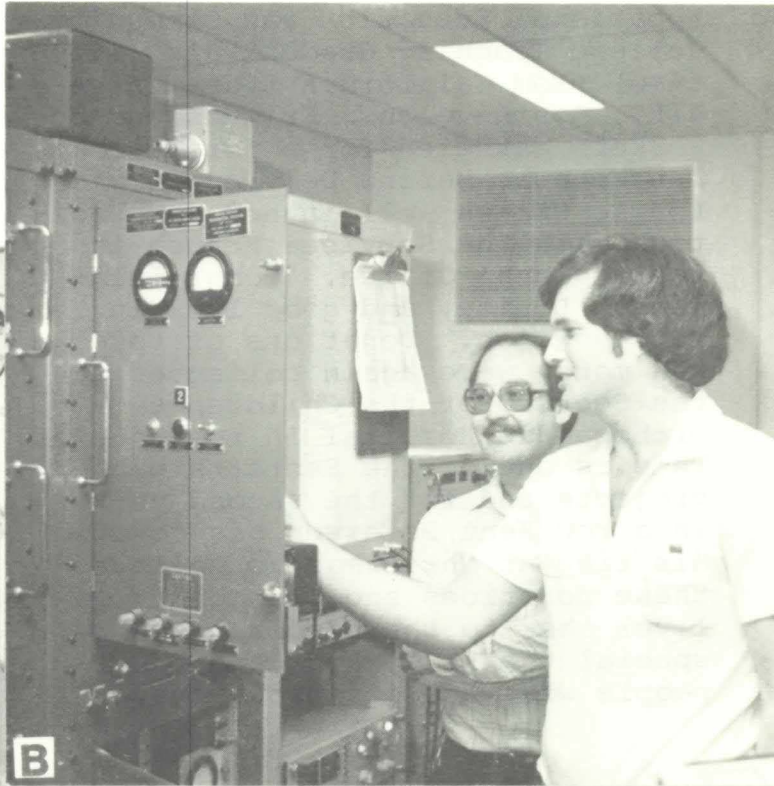
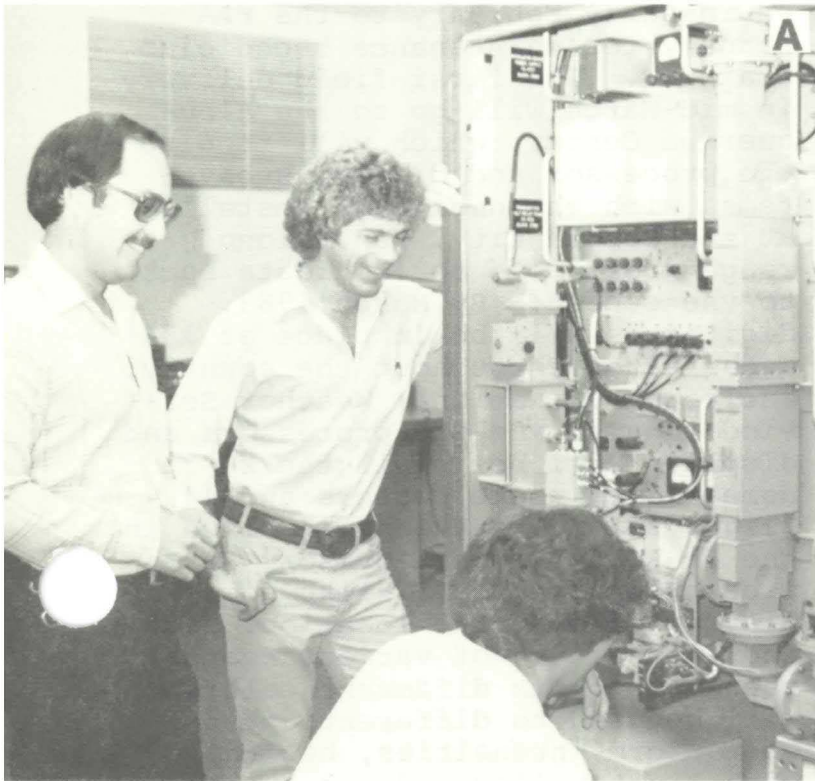
C--Zeke Clark (foreground), temporarily assigned to Bakersfield from Fox Field Tower, and Hugh Kennedy, Air Traffic Control Specialists.

D--Matt Fletcher, Team Supervisor.

Photos by Michael Motta.



More People at
Bakersfield
Tower/TRACON



More people working at the Bakersfield Tower/TRACON are: A--From left--Electronic Technicians Bill McGraw, Paul Johnson and Bob Bruns. B--Bob Bruns and Bill McGraw. C--Richard Shine, Air Traffic Control Specialist, and Matt Fletcher, Team Supervisor, in the TRACON. Photos by Michael Motta.

LOS ANGELES AF SECTOR FACTS

Congratulations to Robert Dawson on receiving his Bachelor of Arts in Vocational Education and Community College Teaching Credentials (Lifetime) from California State University, Los Angeles. Friends and co-workers gathered for a farewell luncheon at Marina Del Rey to wish Louise Stiles well in her new position with the Services Branch in the Regional Office. Congratulations, Louise, and good luck in your new job. Donations of toys and money were again collected at the Sector for the Children's Orthopaedic Hospital in Los Angeles. This is one of the Sector's pet projects and for the second year in a row Kent Petersen has donated his time at Christmas to collect these donations and personally deliver them to the hospital. A special thanks to Kent and the people who made contributions.

SAUDI ARABIA JOBS OPEN

The International Civil Aviation Organization (ICAO) has seven one- and two-year job assignments open at Jeddah, Saudi Arabia. Salaries for the jobs range from \$37,055 to \$51,495 with tax-free nets of \$26,970 to \$34,746 with dependents and \$25,094 to \$32,047 without dependents. The positions are: TA-81/158, job evaluation specialist; level 4/3; TA-81/159, director, stores and inventory control, level 5/3; TA-81/161, manpower planning specialist, level 4/8; TA-81/162a, contracts administration specialist, level 4/3; TA-81/163, director, administrative services, level 4/8; TA-82/186, public relations specialist, level 4/2; and TA-82/187, records management specialist, level 3/7. Applications for all positions are due in API-19, Washington headquarters, as soon as possible. Information about salary, duties, qualifications and benefits is available at personnel offices.

FIRST COLOR, WEATHER

RADAR DELIVERED

It's been on the evening news for some time, and now color weather radar is coming to the en route centers and key flight service stations in the contiguous 48 states. The first unit--known as the Radar Remote Weather Display System--is scheduled to be delivered in early February to the FAA Academy for maintenance technician training. The first field delivery in mid-March will go to the Albuquerque Center, which will receive the processor and display subsystems, with the digitizer installed at the Garden City, Kan., long-range radar site to feed data back to the center. By March 1983, digitizers will be in place at 134 radar sites throughout the country, including 77 National Weather Service radars, and the processors and displays will be in all the 20 domestic en route centers and 44 flight service stations involved in the En Route Flight Advisory Service program. The TV-like displays will show the location, size and intensities of various weather phenomena. Six different colors will be used to differentiate between storm intensities, beginning with light yellow and progressing to dark red to indicate severe turbulence with high winds, large hail and lightning. National Weather Service meteorologists will monitor the displays and keep controllers continuously advised of weather changes, particularly those that might pose a hazard to flight.

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FURLOUGHES

SEEN NECESSARY

As a result of substantial reductions in its Fiscal Year 1982 budget, the agency has decided to furlough approximately two-thirds of its employees for 12 working days--one day per pay period--beginning in April and running through September. FAA is not the only agency caught in the budget squeeze. Most non-defense agencies will be forced to take personnel actions to reduce FY 1982 spending to authorized levels. Many are choosing furloughs in preference to wholesale reductions in force. About 30,000 of FAA's 44,000 employees will be affected by the furloughs. Basically, all employees in the operations and the research and development categories will be affected, except for those actively engaged in working air traffic and their immediate supervisors, as well as those involved in controller training. The furloughs will have no effect on time accrued toward retirement or on health benefits. Employees slated for furloughs will be notified individually and given further details of the plan.

OPEN SEASON

CONSIDERED

Federal employees may have a chance this spring to change their medical insurance, if they wish. The Office of Personnel Management is considering an "open season" on the Health Benefit Program in May and will hold a public meeting in Washington Feb. 22-23 to discuss the pros and cons of the idea. If held, the open season would run from May 3 through May 28, and enrollment changes would be effective on the first day of the first pay period in July.

'83 BUDGET PICTURE BRIGHTER

The President's Fiscal Year 1983 budget request promises better days ahead for FAA employees, with a proposed increase of \$836 million over the FY 1982 funding level. Two major programmatic thrusts are included in the FY 1983 budget. First, the budget contains sufficient funding and positions for the air traffic recovery program on the two year time schedule previously announced by the Administrator. Secondly, the significantly higher funding levels for the Facilities and Equipment and the Research and Development appropriations represent the Administration's commitment to modernize the air traffic control system in accordance with the recently released National Airspace System Plan. The Operations appropriations amount of \$2.6 billion, which pays salaries and other operating expenses is increased by \$331 million, primarily attributable to additional air traffic controller positions and the increased cost of doing business. The Facilities and Equipment amount of \$725 million (from the Trust Fund) primarily provides for the first year of a multi-year initiative to update obsolescent, labor-intensive facilities with new, solid-state equipment. Major items included are: flight service station automation and modernization program; implementation of the improved Direct Access Radar Channel (DARC) modernization and improvement of air traffic control centers and towers; enhancements to the Direct Access Radar Channel equipment and airport surface detection equipment; new fuel-efficient flight inspection aircraft. The Research, Engineering and Development amount of \$134 million (from the Trust Fund) provides for the development of advanced automation systems, modernizing and acquisition, processing, dissemination and display of weather information, and reducing (continues on page 8)

'83 BUDGET (CONTINUED)

mid-air collisions. The emphasis of this program is to provide the capacity to accommodate post-1990 air traffic demands at the highest level of safety, and to increase system productivity. The Grants-in-Aid for Airports (from the Trust Fund) amount of \$450 million provides for airport development and planning. The Administration will propose an Airport and Airway Improvement authorizing legislation in conjunction with the FY 1983 budget. This legislation provides for increased aviation user fees and will authorize deposit of receipts into the Airport and Airway Trust Fund to finance those appropriations mentioned above, and \$2.0 billion of the Operations appropriation budget. The higher tax levels proposed in the legislation will allow financing \$300 million of the \$725 million F&E request, \$24 million of the \$134 million R, E&D request, and the \$450 million for airport development and planning in both FY 1982 and FY 1983.

CONTROLLER HONORED POSTHUMOUSLY

James Wilson, a long-time controller at Phoenix TRACON and Tower, died suddenly and unexpectedly of a heart attack on Aug. 9, 1981. Jim was greatly respected by all who knew and worked with him. In memory of Jim, the TRACON renamed their local welfare fund "The Wilson Memorial Welfare Fund." New checks were printed and check No. 1 was made into a plaque. This plaque, along with a specially engraved pewter mug, was presented to Jim's wife, Myra, who was also issued an appropriate card designating her an Honorary ATCS. More recently, a Special Achievement Award and cash award which had been submitted for Jim was approved. Mrs. Wilson was invited to the award on Jim's behalf. The presentation was made by the facility chief and Jim's supervisor.

THE NEWS IN BRIEF

The National Transportation Safety Board has scheduled a March 1 hearing on last month's Air Florida accident in Washington, D.C., that claimed 78 lives. The Board plans to call about 30 witnesses during the hearing, including survivors, eyewitnesses, rescue personnel and aviation safety experts. The hearing will be held in the Washington suburb of Arlington, Va., and is expected to last about five days.

- Airline officials have been told that there will be capacity increases at 15 of the nation's 22 "pacer" airports this spring and summer. The increases will range from five to 10 at La Guardia, to 52 to 104 at Atlanta Hartsfield. Increases in traffic will also be permitted at 15 of the 20 FAA en route centers. Those airports not scheduled for increases are: Chicago O'Hare, Cleveland, Dallas/Ft. Worth, Houston, Minneapolis, St. Louis and Washington National.
- Although expecting somewhat diminished attendance compared to last year, the Professional Women Controllers Organization will hold its 4th annual convention in the Washington, D.C., area at cherry blossom time, April 15-17. Headquarters for the get-together will be at the Imperial 400 Hotel in Alexandria, Va. Elections and the annual business meeting will be held on April 17. Registration and hotel information will be mailed to members sometime in February.
- The women's pilot organization, The Ninety-Nines, has taken over sponsorship of the U.S. Precision Flight Team from the Aircraft Owners and Pilots Association's Air Safety Foundation. AOPA had picked up the sponsorship of the team when the National Pilots Association went out of business. The Precision Flight Team is chosen annually through local and regional events. Winners represent the United States in international competition.

40-YEAR PIN FOR VINCE BROPHY

Vince Brophy (right), Accident Prevention Specialist at Van Nuys General Aviation District Office, receives his Career Service Emblem for 40 years of Government service from Acting Deputy Director Dick Devereaux. Vince began his Federal service in May 1940 in the U.S. Army Air Corps at Long Beach, Calif. After nearly 22 years in the Air Force, Vince joined the FAA in 1962 as a controller in Phoenix Center. Since that time, Vince has served at Los Angeles Center and San Diego Radar Air Traffic Control Center. He was reassigned to Flight Standards in 1967 as an Aviation Safety Inspector (Operations) at the Van Nuys GADO, his present position. Vince has been an Accident Prevention Specialist for the past six years.



GARY KOCH NEW REGIONAL ACCIDENT PREVENTION COORDINATOR

Gary Koch comes to us from the Rocky Mountain Region where he served as the Accident Prevention Specialist for the state of Colorado. Gary is a native Coloradoan and has spent the last nine years working at the Broomfield General Aviation District Office. Prior to that he worked as the Accident Prevention Specialist for approximately three years at the Casper, Wyoming GADO. Gary was initially assigned to the Phoenix District Office in April of 1969 as a General Aviation Operations Inspector.

LATE 52's EQUAL LATE PAY

Due to the centralizing of the payroll office to Oklahoma City, and the new Uniform Payroll System now in use, the Personnel Management Division no longer has the capability to process late SF-52s in a timely manner as in the past. With the new guidelines issued by payroll (e.g., strict deadlines for mailing and receipt of personnel actions) all SF-52s received after the proposed effective date will result in a late action thereby creating late payment for new hires, promotions, etc. In order to avoid a late action, it is suggested that all SF-52s be received in AWP-15 at least 30 days prior to the proposed effective date as described in Order WP 3330-25A.

GEORGE SPINGLER RETIRES

After more than 35 years of Government service, George Spingler, Electronics Section, AWP-453, is retiring. Please join his many friends and co-workers in wishing him a long and happy retirement at a luncheon in his honor to be held Friday, Feb. 26, at Lococo's Restaurant in Manhattan Beach. Contact Pat Hamel, x6524, for reservations.

ROBERT THOMPSON RETIRES

Robert Thompson, Draftsman with Airway Facilities Establishment Engineering Branch, AWP-450, will be retiring after 30 years of service, 28 of which were spent with the FAA in the Los Angeles area. Bob's last day on the job will be Feb. 26, and then it's off to their new home (which Bob designed) in Escondido, Calif., to tend to the avocado and orange orchards. We all wish Bob the best in his retirement.

NEW PHONE NUMBERS AND LOCATION FOR TUCSON TOWER/TRACON OFFICES

The Tucson Tower/TRACON Administrative offices are now located on the second floor of the control tower building at Tucson International Airport. The telephone numbers are: FTS 762-6254
COM 602/792-6254

The address is:

Airport Traffic Control Tower
Second Floor, Control Tower Bldg.
Tucson International Airport
Tucson, AZ 85706

The Data System personnel will remain at the TRACON on Davis-Monthan Air Force Base, but all mail should be directed to the above address. The Data Systems phone numbers are:

FTS 762-6459; Com 602/792-6459.

BOB LE SUER RETIREMENT PARTY

Bob Le Suer, Chief, Aircraft Evaluation Group, ANM-270L, will be honored at a retirement cocktail party/dinner to be held on Friday, March 19, at the Long Beach Navy Officers' Club. Cocktail party will be held 6:30 - 8 p.m. \$5.50 per person for hot/cold Hors d'Oeuvres (includes gift contribution). Prime Rib dinner and dancing immediately following the cocktail party for those who would like to stay for \$14 per person. Make checks payable to Curt Whallon. For information and reservations, contact 213/548-2871. Send checks and letters for Memory Book to:

FAA, Aircraft Evaluation Group,
ANM-270L

ATTN: Curt Whallon
4340 Donald Douglas Drive
Long Beach, CA 90808