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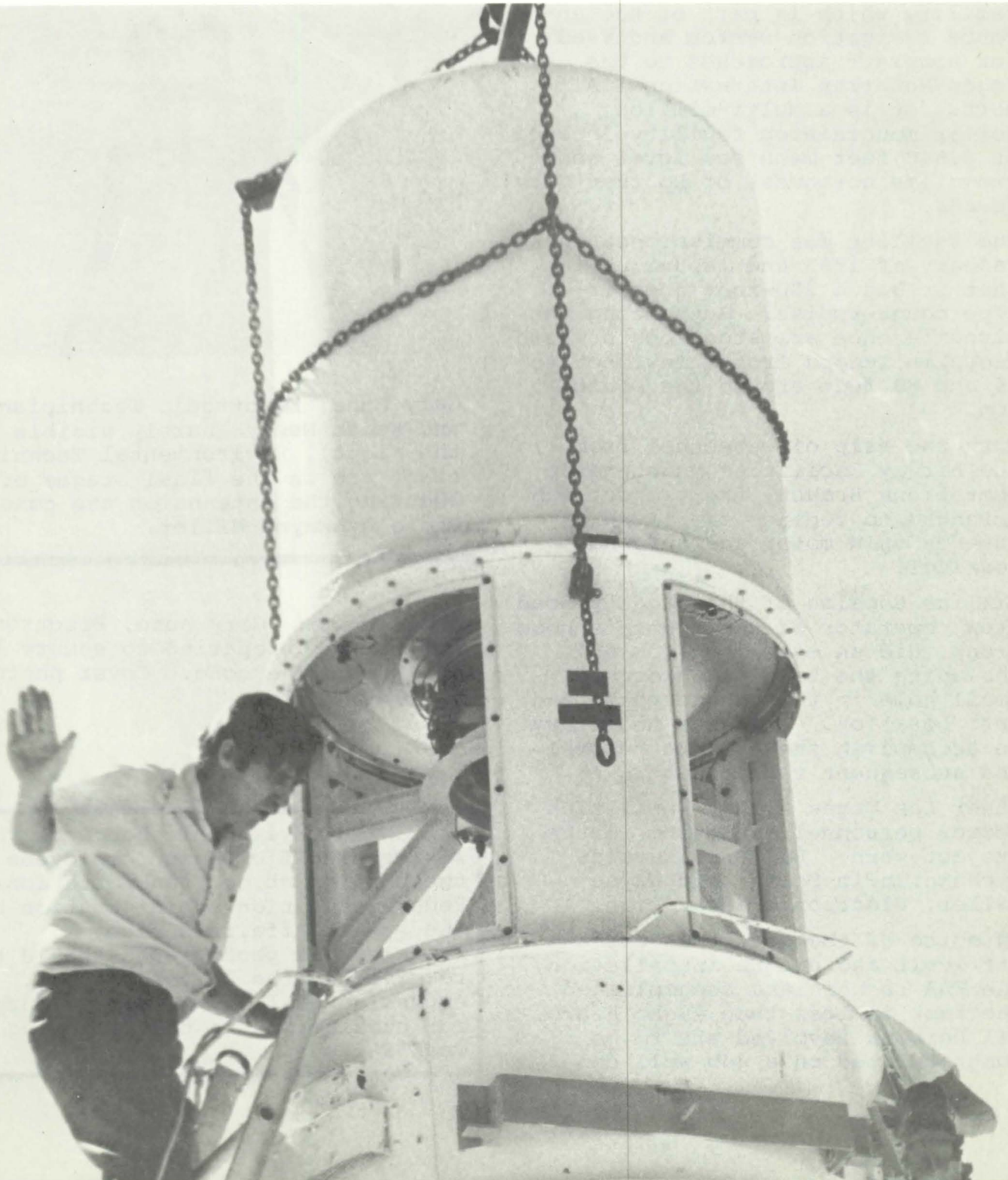
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**Federal Aviation
Administration**

Western-Pacific Intercom



Cover Story

This week's cover story features a TACAN antenna change at the Boulder City, Nevada, VORTAC.

Boulder City VORTAC is a navigation facility which is part of the en-route navigation system and used for aircraft approaches to Las Vegas McCarran International Airport. It is a multi-million dollar mountaintop facility located at 3,640 feet mean sea level about two miles northwest of Boulder City, Nevada.

The facility was commissioned in January of 1963 and is unique in that it has a 200-foot doppler-type counterpoise. Supporting the circumference are steel posts which range in length from a few feet to 75 and 80 feet around the mountain top.

With the help of personnel from the Airway Facilities Maintenance Operations Branch, the project was arranged to replace the TACAN antenna spin motor and antenna bearings.

William Copelan of the Daggett Road Crew, operator of the agency's boom truck, did an excellent job of threading the boom up through a small hole in the counterpoise and into position. This was necessary to accomplish the antenna removal and subsequent replacement.

Other Las Vegas Airway Facilities Sector personnel assisting in the project were: Bud Roe, Nav aids Technician-in-Depth, and Wayne Miller, Electronic Technician.

In spite of the fact this was a difficult and unique installation, the FAA technicians accomplished the task in less than eight hours. All persons involved are to be congratulated on a job well done!

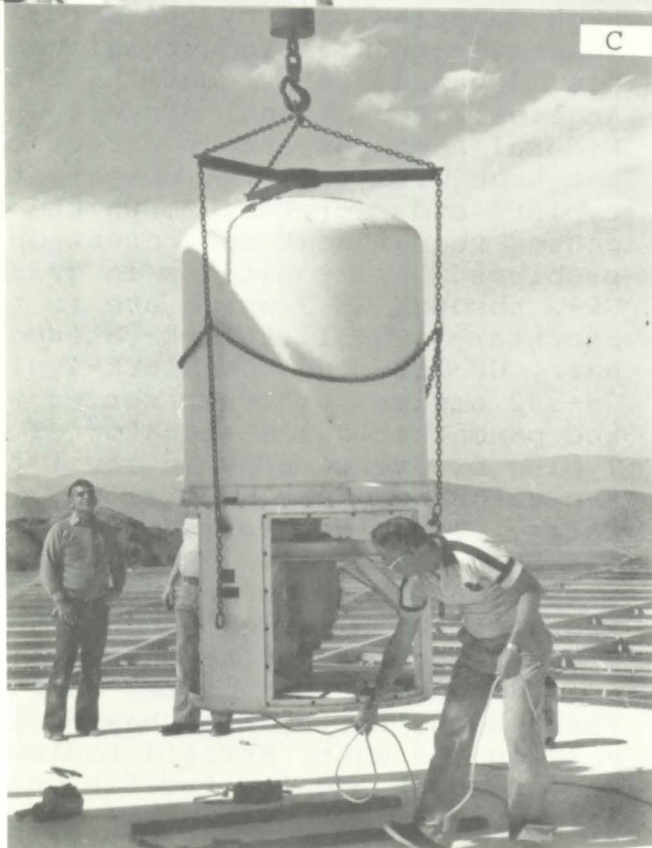
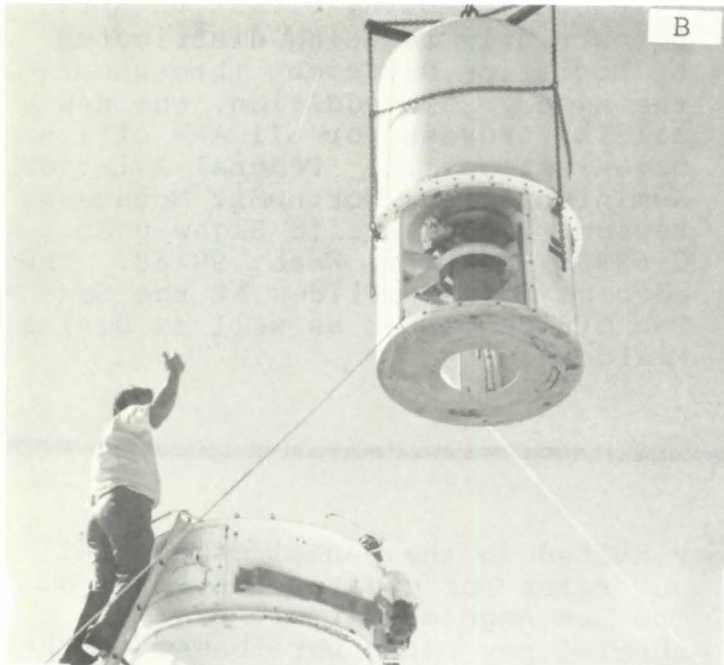


Gary Aune, Electronic Technician, and Keith Neely (barely visible on the right), Environmental Technician, are in the final stages of securing the antenna on the cone. Photo by Wayne Miller.

Cover Photo: Gary Aune, Electronic Technician, preparing to secure the antenna on the cone. Cover photo by Wayne Miller.

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-4P, extension 6431, by 11 a.m., Thursday for publication in the following week's issue.

ANTENNA REPLACEMENT
AT
BOULDER CITY VORTAC



Replacing the antenna at the Boulder City VORTAC was no easy task mainly due to its 200-foot doppler-type counterpoise. Some of the technicians who contributed to the success of this project are:

A--From left--Gary Aune, Electronics Technician; Kneeland Giusti, Electronic Technician; and Keith Neely, Environmental Technician, who are in the process of replacing the TACAN antenna Radome.

B--Gary Aune guides the TACAN antenna into position.

C--Woody Harkom, Environmental Technician, and Kneeland Giusti, Electronic Technician, prepare the TACAN antenna for hoisting back into place.

Photos by Wayne Miller.

STANDARDS

A MUST

The Office of Personnel and Training (APT), has reminded supervisors that they must be certain that all employees have received performance standards. This is a legal requirement and not just a paper exercise. APT points out that a fair appraisal requires a standard against which to compare performance. Moreover, personnel actions such as awards, promotions and performance-related discipline may be legally jeopardized when employees have not been advised of supervisors' expectations. Supervisors with questions should contact their personnel office for more information.

NORTHWEST MOUNTAIN REGION GETS NEW PREFIX AND ADDRESS

The FTS prefix for the new consolidated Northwest Mountain Region, ANM, and for all FAA telephones in the Seattle area has been changed from 396 to 392. A list of the region's major staff offices with telephone numbers, effective April 5, currently is being distributed by Logistics Divisions throughout the agency. In addition, the new mailing address for all ANM office organizations is: Federal Aviation Administration, Northwest Mountain Region, 17900 Pacific Highway So., C-68966, Seattle, Wash. 98168. The address is for offices at the Sea-Tac Office Center as well as Boeing Field.

INFORMATION ON SPECIAL PAY PLAN

The approval of the Los Angeles Airport Area Special Pay Plan for positions requiring typing and stenography skills has generated many questions about how the need and the geographical area for the special rates were determined. Special salary rates are authorized by statute (Section 5303 of Title 5, United States Code) as implemented by Office of Personnel Management. Two criteria must be met: the Federal Government must be handicapped significantly in the recruitment and retention of well-qualified individuals in one or more occupations; and this problem must be caused by non-Federal salary rates that are substantially higher than the Federal rates of pay for comparable occupations. Special rates are not authorized to keep pace with changes in the cost-of-living, or to solve compensation or staffing problems unrelated to higher non-Federal pay. In a diverse area like Los Angeles, application of the criteria and analysis of the overall salary competition

resulted in the denial of special pay rates for greater Los Angeles. The Los Angeles Airport Area special pay rates were based on the high salaries paid by the aerospace/electronics industrial complex located just around the Los Angeles International Airport. Federal agencies are in direct competition with them for competent typists and secretaries, which causes recruitment and retention problems. All positions in grades GS-2 through GS-7 which are in the Secretary, GS-318, Clerk-Stenographer, GS-312, and the Clerk-Typist, GS-322 series, or other series with the parenthetical designator of Typing or Stenography in the title are to be paid the special pay rates. These pay rates apply to all Federal agencies (with the exception of the Social Security Administration) which have employees located in the geographical area bounded by Manchester Boulevard on the north, Crenshaw Boulevard on the east, Artesia Boulevard on the south and the Pacific Ocean on the west.

FIRST NATIONAL WOMEN'S HISTORY WEEK CELEBRATED AT REGIONAL HEADQUARTERS

The Western-Pacific Region celebrated the first National Women's History Week during the week of March 7. The Federal Women's Program Committee sponsored a two-session program on March 9, saluting American women who have helped found this nation, and who have succeeded in achieving their desired goals and ambitions.

The first woman vice-president to head a major line operating group in the Bell System, Ms. Jo Fasciona, addressed the morning session of the History Week Program. She is Vice President of Operator Services for the Pacific Telephone Company and delivered a very commanding presentation on "Women in the Workforce," identifying the roles women play in the work environment.

Shown in the afternoon session was "The Emerging Women", a 1974 film which traces the history of women by depicting them in their varied economic, social and cultural experiences. It shows how the women felt about their condition and how their sex, race and class often determined priorities and roles.

The Women's Committee extends their thanks to everyone attending the program and, especially, to those involved in the preparation and conducting of this valuable program on Women's History.



Top photo: Yvonne Gibson, Chairman of the Western-Pacific Region Federal Women's Program Committee, with the attractive poster created by Richard Gipson.

Bottom: A few of the many regional employees who attended the program in celebration of National Women's History Week.



SPEAKERS AT THE WOMEN'S HISTORY WEEK CELEBRATION--

Left--Regional Director H. C. "Mac" McClure presents opening remarks.

Middle--Janet Allen (Burbank Tower), Program Chairman and Secretary of the Federal Women's Program Committee, introduces the featured speaker.

Right--Ms. Jo Fasciona, Vice President of Operator Services for the Pacific Telephone Company.

AGENCY ORDERS FIRST THREE DARC ENHANCEMENT KITS

The agency has ordered the first three Direct Access Radar Channel (DARC) enhancement packages from Raytheon Company of Sudbury, Mass. The three packages will go to the Tech Center for test and evaluation, the Academy for technician training and one of the 20 domestic en route centers. The contract with Raytheon includes an option to purchase an additional 19 systems for the rest of the conterminous ARTCCs. The enhanced DARC will generate a full data tag for all aircraft under control and present it directly on the controllers' radar displays. Currently, DARC provides a limited data tag for aircraft equipped with transponders and none at all for aircraft without this equipment. As a result, "shrimp boats" must be used to mark aircraft targets and that, in turn,

means the radar display must be lowered from the vertical to the horizontal position when transitioning to DARC. With the enhanced DARC, controllers will be able to switch back and forth between the primary and backup systems with the push of a button and at their own discretion. An added feature of the upgraded backup system will be mosaic display, which takes radar returns from various radar sites and makes up the best composite picture of traffic for the controller's display. The basic DARC provides only a presentation from a single radar site at any one time. Finally, the enhanced DARC will have Real Time Quality Control to continually monitor and verify the reliability of the data being obtained from the various radar sites.

...VPP OPEN SEASON.....VPP OPEN SEASON.....VPP OPEN SEASON...

This announces an open season for joining the Voluntary Pledge Plan (VPP). All full-time, non-temporary employees of the Western-Pacific Region (this includes TAPER appointments except temporary limited appointments) are eligible to join this non-profit employees' pledge plan. This is a one-time open season opportunity to join the VPP. The open season will begin April 15 and end June 15, 1982. THERE WILL BE NO EXTENSION ON THIS TIME PERIOD.

Briefly, the Plan works as follows: Each member, upon joining the VPP, completes a membership card and pays a \$4.00 membership fee. (Checks should be made payable to the FAA Western Federal Credit Union.) The card and check are to be given to a group trustee responsible for maintaining the records of his/her particular group. When a member dies, a check in the amount of \$2,500.00 is immediately sent to the named designee, and at the end of a six-week period a second check is forwarded to the designee.

VPP members are informed of a member's death by way of a notice sent by the VPP Board to each group trustee at the offices and facilities throughout the Region. In addition to the notification of death, this notice states the period of time within which members must repledge \$4.00 if they desire to continue membership.

Ask your supervisor or your group trustee for more details. The group trustee has copies of the Plan's annual report for review. If you become a member, cooperate with the trustee for our mutual benefit. In the event of a VPP member death, decide whether you plan to repledge or not. Arrange to provide your trustee with your repledge money as soon as you can and certainly within the repledge period. Otherwise, you will be dropped from the Plan. Once you are dropped from the membership, you may not be reinstated. Further information is available from your group trustee (usually one in each Division and at most locations in the field), or you may contact me in AWP-10 or other members of the VPP Board -- Stuart Halsey, AWP-514; Gayle Hodges, AWP-402A; Gene Hutchison, AWP-52B or Leonard Williams, AWP-30. Government franked envelopes and FTS lines may not be used for VPP purposes.

After the close of the open season, the Board intends to ask the membership to make a determination whether the \$4.00 pledge should be retained, increased or decreased.



Bob L. Gray
Chairman, Voluntary Pledge Plan

THE NEWS IN BRIEF

The agency has awarded a \$3 million contract to Computer Sciences Corp. (CSC) for the development of new computer software or instruction programs that will help en route controllers resolve traffic conflicts and assist them in planning more fuel-efficient aircraft routings. The three-year development effort will be conducted by the contractor at the FAA Technical Center in Atlantic City, N.J. CSC has been associated with the FAA automation program since the early 1970s and was responsible for developing the En Route Minimum Safe Altitude Warning System. ● The Federal Employees Health Benefits Program "open season" now is officially scheduled for May 3 through May 28. During this period, eligible employees and annuitants will be given the opportunity to enroll or change present enrollment. Enrollment changes will become effective the first day of the first pay period in July. Sometime before the May 3 date, the Enrollment Information and Plan Comparison Chart will be distributed to all eligible employees and annuitants along with biweekly and monthly rate booklets. ● Inflight movies aren't all that new, according to FAA's Public Affairs Officer for the Southwest Region, George Burlage. He reports that "The first film shown in an airplane during flight was run in a Transcontinental Air Transport, Inc. Ford Tri-motor, flying at 5,000 feet, on Oct. 8, 1929." But he didn't know the title of the feature or whether the passengers had to pay. ● The National Transportation Safety Board hearing on airport operations when runways are covered with water, snow or ice, now is scheduled to begin May 3. When first announced last month, the Board said the special investigation would be held in the "latter half of April." The hearing will be in the FAA Headquarters building auditorium in Washington, D.C. It's expected to run three days.

AGENCY TO LEASE ADMIN COMPUTERS

The agency has plans to lease nine computer systems for administrative work at regional offices and at FAA headquarters in Washington. The computers, being leased from Small Business Systems, Inc., of Manassas, Va., will be used for routine administrative purposes, such as accounting, payroll and related services. Installation of the Data General System MVS 8000 is scheduled to begin in May and will continue for about a year. Offices scheduled to receive the systems during that period are Anchorage, Atlanta, Ft. Worth, Kansas City, Los Angeles, New York and Washington, as well as the Tech Center and the Aeronautical Center. The estimated \$26 million price tag for leasing the systems includes all associated equipment, software, maintenance, training and documentation. The contract calls for leasing the systems over a period of eight years and includes an option to purchase the equipment and an option to lease/purchase an additional five units.

SAFETY PICTURE MIXED

Through the first quarter of 1982, the general aviation safety record shows a slight improvement trend over last year, but airline fatalities were up sharply as a result of the Air Florida accident Jan. 13 at Washington National Airport. Preliminary statistics compiled by FAA's Office of Aviation Safety for the three-month period show total general aviation accidents declined from 684 to 670, fatal accidents from 136 to 132 and fatalities from 265 to 259. There was no change in the numbers of total and fatal accidents by the air carriers, commuters and air taxi operators. They were 45 and 13, respectively, for each three-month period. But the number of fatalities went up from 31 to 101 with the Air Florida accident accounting for 78 of the deaths.

LARRY AIU RETIRES

Larry Aiu has retired after 35 years of Federal service. He is shown at the right receiving his retirement plaque from Walter Ryness (right), Assistant Resident Director/Sector Manager at Guam.



AWARDS

Special Achievement Awards:

Thelma Finley and Yosh Fukumoto, Los Angeles ACDO.

Letters of Commendation:

From Phoenix ACDO: Ernest Lorelli, Oscar Culp and Allen Haeggquist.

Letters of Appreciation:

From San Pedro AFSFO: Gilbert Ceballos, Raymond Amaro, Kenneth Hays, Frank Johnson and John Miller.

Jack Mason, Voucher Examination Section, AWP-26A.

Beverly Harbin, San Jose GADO

From Los Angeles AFS: Eugene Parrell, Keith Brown, Larry Fay, Jack Dimmick, Sidney Bowen, Janeth Ellis, Takashi Takeuchi, Robert Gayden, Lawrence Fay and James Hayes.

From Long Beach AFS: Lee Wangerin and William Heineck.

areer Service Emblems:

35 years:

George Keiffer, Supervisory Electronic Engineer, AWP-453.

Myrtle Ridley, Oakland FSDO.

Robert Gallimore, AWP-220.

30 years:

Mary Lawrence, Voucher Examiner, Accounting Division.

Warren McCoy, Santa Monica GADO.

Lucien Kaiser, Oakland FSDO.

Oscar Culp, Phoenix ACDO.

25 years:

Duke Kusaba, AWP-250.

Alphonse Matera, San Diego GADO.

15 years:

Jane Shirae, Honolulu FSDO.

Rosalind Ralston, Los Angeles ACDO.

Stephen Badger, San Francisco ACDO.

Charles Miller, Las Vegas FSDO.

Donald Montgomery, AWP-250.

Charles Tomasso, Honolulu FSDO.

Robert Colburn, Honolulu FSDO.

Barbara Adams, AWP-203.

Ralph Palmer, Honolulu FSDO.

Martha Hewlett, AWP-203.

Patricia Twist, Long Beach FSDO.

3 years:

Joan Cooper, Southeast Asian International Field Office.

Gary Pettengill, Civil Engineer, AWP-454.

Gwendolyn Loyd-Johnson, Long Beach AFS.

Sarah Rambo, Riverside GADO.

Editor's Note:

Information for this Awards column is obtained from divisions and from facility chiefs. We try to print as many as we can, space permitting, at least once a month. If you would like to include an item in this column, please send it to: Intercom Editor, AWP-4P.

THANKS FROM THE AMERICAN RED CROSS

The American Red Cross has written to thank FAA employees "for donating 112 pints of life saving blood at your February 2, 1982 blood drive." The Red Cross points out that blood collections occur 365 days of the year in order to maintain safe supplies at the 220 hospitals in Los Angeles and Orange Counties. Every pint is important in that it can save a life. "Once again, thank you for your support of this vital community service."

EXTRA COPIES OF MARCH FAA WORLD AVAILABLE

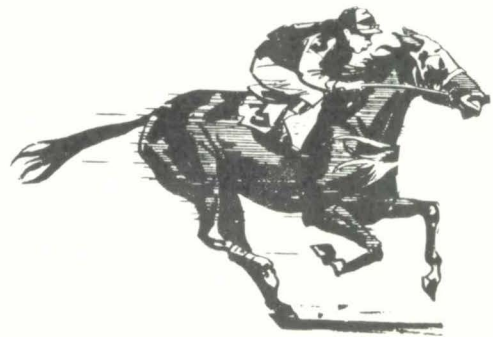
Extra copies of the March FAA World special issue on the National Air-space System Plan have been sent to FAA Representatives for distribution to aviation news writers and interested organizations. A few additional copies are available in the Public Affairs Office, AWP-4P. If you need a copy for an aviation writer or for an outside meeting, call ext. 6431.

SEND THOSE CHEERY NOTES

Joseph Banarer, formerly with the Western Region Personnel Office, and former Personnel Officer in the Northwest Region, is seriously ill and confined to his home. We know Joe would appreciate receiving cheery messages from his many FAA friends. Address those cards and letters to: Joseph Banarer, 25361 Monte Verde Drive, Laguna Niguel, CA 92677.

CIVILAIR DAY AT THE RACES

Get on the right "track" and join your friends and co-workers at Civilair's Day at the Races, Friday, May 21 at Hollywood Park. Post time--2 p.m. Cost--\$4 per person (includes admission and reserved seat). In order to acquire a reserved section, Hollywood Park requires a minimum of 40 persons. If you would like to attend, please pay Bill Burkhardt, AWP-56B, ext 6178; or Marcie Thomas, AWP-462.A, ext. 6316, no later than May 6. Remember--May is a good time for "horsing around!"



CIVILAIR NEWS

- There are fish cookbooks on sale at your Civilair Desk on the fourth floor of the Regional Headquarters building. Get your copy now.
- Civilair Bridge Club is looking for interested players to reactivate the group. Contact Dick Wittry, ext. 6274, or Len Williams, ext. 6280.
- Civilair is trying to locate Holiday Discount locations for FAA employees to spend their vacations. If you know of a place, or own a resort home in nearby states or Mexico or Canada, please contact Samuel Iskander, ext. 6249, and give him the information. A list will be set up of all available places for FAA employees.