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**Federal Aviation
Administration**

Western-Pacific Intercom



Scottsdale GADO Story

Cover Story

The General Aviation District Office (GADO) for Arizona is located at the Scottsdale Municipal Airport, Scottsdale, Arizona.

The facility is headed by Eldon S. Gubler, Chief. The office is staffed by 19 specialists, inspectors and aviation clerks. These include: Don Judd, Accident Prevention Specialist; Leonard Levandowski, Operations Unit Chief; and Operations Inspectors T. D. Spencer, Edgar "Pat" McCrone, John Lynch, Calvin Schroeder, Barry Phillips and Robert Kruse. Under Ken Meyer, Airworthiness Unit Chief, are the Maintenance Inspectors-- Norm Mecklenburg, John Noel, Tom Blatz, Lonnie Giles, Dick Eichof and Jim Polhamus, Avionics Inspector. The Aviation clerical personnel are: Norma Milinski, Lorene Schwab and Vivian Fresquez. Larry Kephart, Engineering Manufacturing District Office Inspector, is also domiciled in this office.

Scottsdale GADO is the only FAA facility of its kind in the entire state and has an area of over 113,500 square miles to cover. From another viewpoint, the length of the district from north to south is approximately 390 miles; the greatest width is about 340 miles. This area contains an environment that is classified from alpine to lower Sonora Desert in nature. Within this area are many tourist attractions which account for the large winter influx of the aviation public. Among these attractions is the world famous Grand Canyon. The nearby airport, having recorded 106,170 itinerant aircraft operations during the past year, is one of the busiest in

the area for both fixed wing and rotor wing aircraft for Canyon sightseeing and visiting. In Tucson is the largest military outside storage for aircraft. It is also the scene of surplus military aircraft sales in which this office becomes involved. There are over 200 airports open to the public in the state. At last count there were some 6,000 aircraft; i.e., airplanes, helicopters, gliders and hot air balloons registered with the State Aeronautics Commission. There are 14,230 pilots and 1,200 flight instructors.

The office's small complement work force holds operating certificates and maintains surveillance over six commuter air carriers, 71 on-demand air taxis, 83 repair stations, 75 agricultural aircraft operators, 21 pilot schools and 14 external load operators; also 200 authorized inspectors, 50 pilot examiners and 10 written test examiners have been designated and conveniently located throughout the state to provide service to the aviation community.

In Douglas, which is the southeast corner of the state, is our FAA approved Aviation Maintenance Technician's school. They graduate about 70 mechanics each year with Airframe and Powerplant ratings. The two largest of the 21 pilot schools trained almost 2,000 pilots during 1981. The new series general aviation turbo jet aircraft rolling off the Tucson production facility is expected to increase one of the school's pilot training by 25 percent in 1982.

The State of Arizona is a haven for the "sun-loving" and is recognized as one of the fastest growing states in the nation. In this regard, the personnel of the Scottsdale GADO recognize the role that each must play and look forward to the further growth of the aviation community that necessarily must follow.

Cover photo: Scottsdale Municipal Airport.

Scottsdale

GADO

People



Let's meet some of the people at the Scottsdale GADO:
A--Norman Mecklenburg, Principal Maintenance Inspector, inspects an aircraft parked on the Scottsdale Airport Ramp.

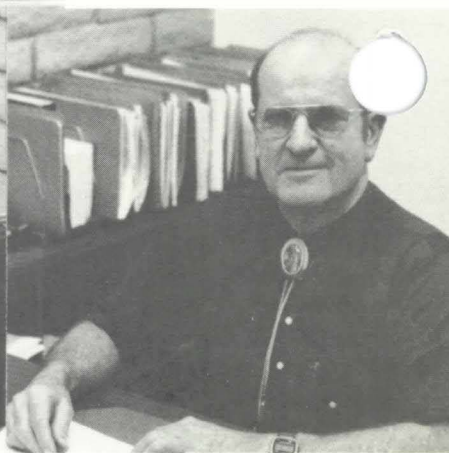
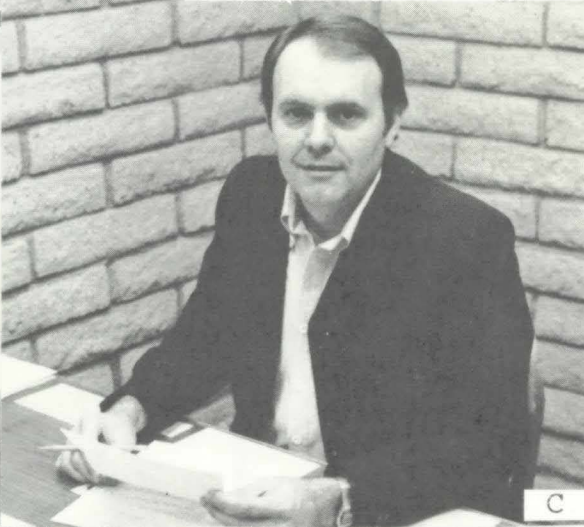
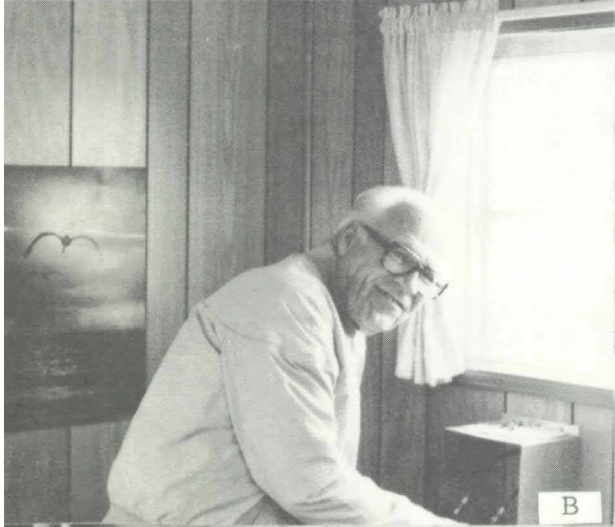
B--Dick Eichof (right), Maintenance Inspector, provides assistance to a prospective Authorized Inspector.

C--Lonnie Giles, Principal Maintenance Inspector, boards a King Air for a ramp inspection.

D--Don Judd, Accident Prevention Specialist, reviews one of the many slide-tape programs available to further safety programs.

Photos by Jim Polhamus.

More
Scottsdale
GADO



More Scottsdale GADO people at their jobs are:

A--Monday morning staff meeting. From left--Eldon Gubler, Chief; Lorene Schwab, Secretary; Don Judd, Accident Prevention Specialist; Len Levandowski, Operations Unit Chief; and Ken Meyer, Maintenance Unit Chief.

B--James Polhamus, Principal Avionics Inspector, certifies a reliable altimeter source at St. Johns, Arizona.

C--Larry Kephart, Resident Engineer, goes over some engineering proposals.

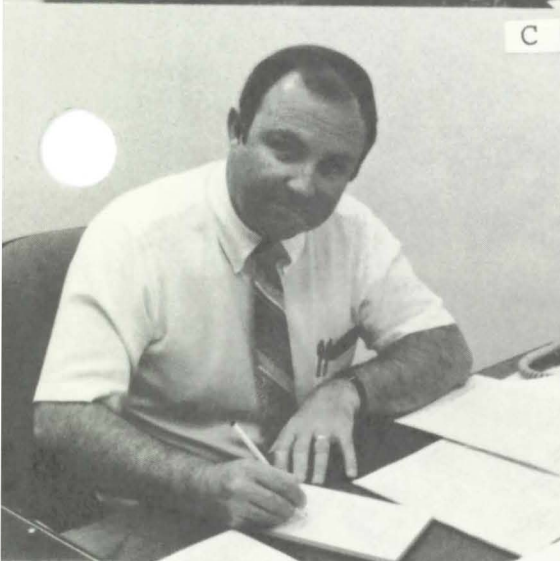
D--Thomas Blatz, Principal Maintenance Inspector, working on a violation report.

E--Calvin Schroeder, Principal Operations Inspector, interrupted in the finalizing of an accident file.

F--Robert Kruse, Operations Inspector, preparing a check ride report.

Photos by Jim Polhamus.

More
Scottsdale
GADO



More Scottsdale People:

A--John Noel, Principal Maintenance Inspector, inspects a winter visitor.

B--John Lynch, Principal Operations Inspector, answers a question about helicopters.

C--Barry Phillips, Operations Inspector, reviewing a proposed Minimum Equipment List.

D--H. Kenneth Meyer, Maintenance Unit Chief.

E--Eldon S. Gubler, Facility Chief.

F--Norma Milinski, Acting Supervisory Aviation Safety Assistant, going over Time & Attendance reports.

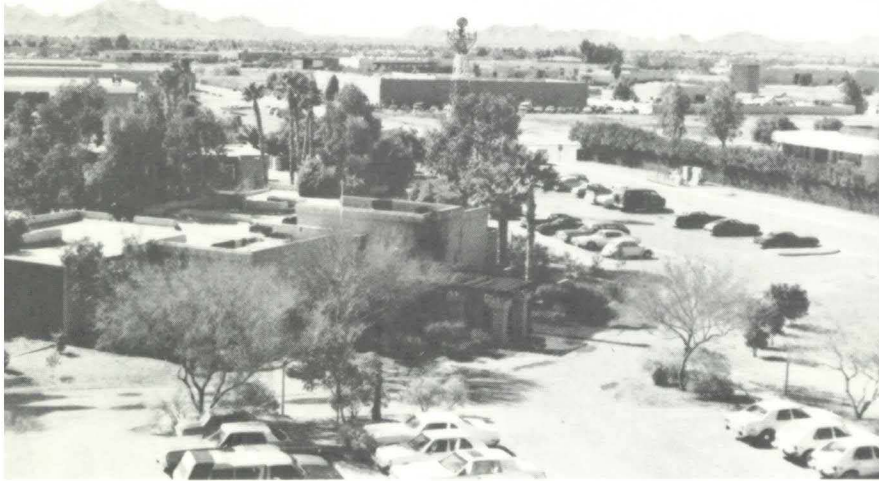
Photos by Jim Polhamus.

More
Scottsdale
GADO



A

B



C



D

More Scottsdale GADO photos:

A-- T. D. Spencer (left), Principal Operations Inspector, accompanies Jeff Gleason and Bill Floyd for an air taxi check ride.

B--A clear view of the General Aviation District Office at Scottsdale.

C--Vivian Fresquez, Aviation Clerk, answers a telephone whose ringing never seems to stop.

D--Leonard Levandowski, Operations Unit Chief.

Unfortunately Edgar "Pat" McCrone was unavailable on picture-taking day.

Photos by Jim Polhamus.

MINNEAPOLIS WINS AWARD

The Minneapolis Flight Inspection Field Office has been picked as the 1981 winner of the FIFO Office of the year award. It was selected as the top office in a field of ten by the Flight Standards National Field Office (FSNFO) located at the Aeronautical Center. MSP FIFO was chosen for its superior performance in the fields of flight inspections, aircraft maintenance, flight procedures development as well as efficiency and effectiveness. Besides winning the annual award, MSP FIFO is FSNFO's nomination for the Flight Standards Field Office of the Year Award.

NEW PROGRAM HELPS STAFF CRITICAL FACILITIES

So far, 31 controllers have been selected for the Chicago Center and 19 for the New York Center as part of a one-year incentive program designed to get controllers to move to centers suffering critical staffing shortages, such as Chicago, Indianapolis, Minneapolis and New York. This one-year program is in addition to the two-year program which was described in the April 5, Intercom. Approximately 25 controllers have chosen to participate so far in the two-year program, which provides per diem for up to 90 days and various options at the end of the two-year period. All participants in the one-year program, on the other hand, receive a flat per diem rate of \$50 a day for the entire period. In high-cost areas, expenses of up to \$75 a day will be paid for the first 90 days. At the end of the one-year period, employees must return to their original facilities, unless they request to stay at the critical facility and go through normal procedures for a transfer.

LAX CENTER CONTROLLERS GET CIVIL AIR PATROL AWARD

For working on their own time to help locate a missing aircraft and its pilot, two Los Angeles Center controllers will be honored June 1 with the presentation of the Civil Air Patrol's Special Certificate of appreciation. Robert White and Edward Freeman spent approximately 100 hours of off-duty time reviewing recorded radar and other data in an effort to track the single-engine plane that disappeared in April 1981 after taking off VFR from the San Joaquin Valley Airport. They finally pinpointed the crash site in the mountains between Los Angeles and Bakerfield and guided a search team to the location. Although the pilot was dead, their efforts enabled searchers to close the books on the accident and ended the uncertainty for the next of kin. Watch Intercom for coverage of the presentation.

ONTARIO TRACON UPDATE

In addition to those already at Ontario TRACON, here's a listing of either new people to FAA or transferees.... Paul Crowley returned from retirement to take on the duties as PPS. New Hires as GS-9's are: John Gough, Steve Bell and Jim Wing. Those coming in as Flight Data Specialists from various airlines are: Scott Bigham; Scoot Powers; Fred Roeper; Rich Cannistra; John Dorris; Ed Kuethen; and from the USAF, Bob Kretz. Welcome Aboard! Those who transferred are: Angie Mencarelli and Mike Biggers from Ontario Tower; Charlotte Long, Palm Springs Tower; and Farol Cilluffo, Chino Tower. Ontario TRACON's training program is in full force with seven trainees under Craig DePauw's able guidance since being appointed EPDS. Congratulations to Larry Cuesta on his selection to Honolulu and Rich Acosta to Bay TRACON.

REDUCTION OF SECTORS IN CENTERS VIEWED

A six-month analysis of the 721 sectors at the 20 enroute centers in the conterminous U.S. will result in approximately 160 of them being eliminated under an ARTCC Resectorization Program aimed at improving sector design and efficiency. The Air Traffic Service has set December as the completion date for the task. This time frame will allow affected centers the opportunity to review in detail the proposed sector revisions. The teams conducting the analysis consisted of air traffic specialists from Washington and regional headquarters and were formed under the direction of the headquarters ATC Procedures Division. This effort is part of the ATC Recovery Program, which was established following the strike last summer. Besides improving sector design and efficiency, the reductions, plus

other boundary and sector adjustments, are expected to provide more effective coordination between centers and more direct routings for aircraft, resulting in significant fuel savings. In addition, the ARTCC Resectorization Program paves the way for other fuelsaving measures the agency has planned, including automated enroute metering. Implementation costs of the ARTCC Resectorization Program are estimated to run between \$8 and \$11 million. However, these costs will be more than offset by the estimated initial savings of up to \$24 million as a result of the elimination of sector equipment and its maintenance. Moreover, operating costs estimated in the vicinity of \$60 million annually can be avoided by eliminating the inefficient sectors.

PUBLIC-USE MICROWAVE LANDING SYSTEM SET

The first public-use Microwave Landing System (MLS) is scheduled to be installed this fall at the Wexford County Airport, Cadillac, Mich. Although the equipment and installation will be paid for by the state, the community and a private donation, FAA will be involved in several aspects of the project. For instance, the Systems Research and Development Service will be responsible for the design approval. The Great Lakes Region will review the construction plans, the Airway Facilities Service must approve the maintenance program once the equipment is installed and the Office of Flight Operations will be responsible for the commissioning and flight inspection of the system, as well as the approval of the approach procedure. In addition to the Cadillac MLS, which was

built by the Hazeltine Corp., the State of Michigan plans to install similar equipment at the Sturgis and Belaire airports. Another non-Federal program is underway in Alaska, where the City of Valdez is installing a Bendix-made MLS at its airport. Under the Service Test and Evaluation Program (STEP), FAA has four MLS installations; two at Washington National, one at Philadelphia and one at Clarksburg, W. VA. While not commissioned for public use, a system at Washington National and Philadelphia is being used under an agreement by Ransome Airlines to gather operational data for the STEP. In addition, Aeromech Airlines is expected to begin operations between Washington National and Clarksburg in the near future.

KUDOS To ALL PERSONNEL FROM REGIONAL DIRECTOR

Regional Director H. C. McClure has issued a Letter of Appreciation to all Western-Pacific Region employees commending them for their efforts during the past year and the outstanding manner in which they are performing their duties during this challenging and difficult period. Mr. McClure expressed appreciation to those in the Islands for their "outstanding cooperation" during the Western and Pacific-Asia Regional consolidation. He also pointed out that in spite of the strike by some con-

trollers, the Air Traffic System continued to work safely through the efforts and dedication of all concerned. "This same spirit and excellent performance," McClure stated, "is evident among the employees of all disciplines in the region. In the coming months, we will continue to be faced with great challenges. I am sure the teamwork and professional attitude which you display today will lead us into a successful future. I am truly appreciative of your dedication and outstanding effort."

HIGHEST REGIONAL AWARD GOES TO NORTHROP MECHANIC

Charles W. Dietrich, Designated Mechanic Examiner at Northrop Institute of Technology, recently received the FAA's Certificate of Appreciation, signed by Regional Director H. C. McClure. The certificate, presented by the chief of the Santa Monica GADO on behalf of the Regional Director, recognized Mr. Dietrich's contribution to aviation safety as an educator and Designated Mechanic Examiner upon his retirement from Northrop Institute.

Mr. Dietrich has been active and dedicated to the education of young people as airframe and powerplant technicians for 35 years. During that time, he gave over 5,000 mechanic examinations.

The Northrop Institute of Technology airframe and powerplant class, which graduated on March 12, dedicated their graduation to Dietrich.

Right photo: Bill Withycombe, Chief, Santa Monica GADO, presents the FAA's Certificate of Appreciation to Charles W. Dietrich.



THE NEWS IN BRIEF

● Despite the controllers' strike and a weak economy, the United States still had eight of the world's 10 busiest commercial airports in 1981 in terms of passenger traffic. According to statistics compiled by the Airport Operators Council International, Chicago O'Hare retained the number one position with 38 million passengers, followed closely by Atlanta Hartsfield with 37.6 million. Next in line were Los Angeles, International, London Heathrow, New York's JFK, Dallas/FT. Worth, Denver Stapleton, Tokyo Haneda, Miami International and San Francisco International. New York City remained the world's busiest traffic hub with its three airports handling a total of 54 million passengers. ● The FAA Administrator and his 20-year National Airspace System Plan is featured in the May issue of Government Executive magazine. The article, entitled "FAA, Airways, Airports and a Systems Approach to Economic Vitality," says that, even though the airspace system is facing a number of constraints and a whole gaggle of special interest groups "pulling seven ways to Sunday," these groups agree that the plan is "the best thing to come out of a Federal agency in years."

ATC JOB DATE EXTENDED

The Office of Personnel Management (OPM) announced recently that they are extending from May 28 to June 30 the date for the acceptance of applications from individuals interested in air traffic control positions. Under the new timetable, applicants responding to announcement FAA/ATCS-2 must complete a Form 5000-AB and submit it to any OPM office no later than June 30. While some FAA regions may have application forms, in most instances applicants will have to contact their local OPM office.

FLYING TO THE FAIR

Things are starting to jump at Knoxville, Tenn., as the 1982 World's Fair gets into full swing. In order to take care of the approximately ten percent increase in aircraft traffic, the agency has reopened, from 8 a., to 8 p.m., the Downtown Knoxville Airport. This facility was temporarily closed following the Aug. 3, 1981, air traffic controllers' strike. Besides opening the field, an ILS (without a glide slope) has been added to help pilots make approaches in marginal weather. Out at McGhee Tyson, Knoxville's main airport, an Approach Light System has been installed on runway 220R, which now makes this a Category II runway. Although most of the traffic increase in the area is made up of general aviation planes, at least one new major carrier is landing at Knoxville each day, and another airline is flying wide-bodied jets into the area. For VFR pilots flying into the area, the Knoxville ATIS--128.35--should be monitored to ascertain the appropriate approach control frequency for initial call-up.

"NAFEC" WEST

The Oakland ARTS/COM Sector Field Office has integrated a voice operated relay (VOX) recorder into the communication position equipment. The VOX recorder is used to record on casset tape, CB and other types of interference at preselected positions. Also, it is used by Air Traffic as a position monitoring device. The VOX was modified and installed at the Bay TRACON by innovative ARTS/COM technicians about five years ago. Several locations in Atlanta, Miami, New England and Santa Barbara have recently requested information on this device. Should there exist a need for this feature at your facility and you want to look at our hookup, call FTS 273-7955.

DR. STEPHEN FULLER AT LOS ANGELES



Speaking to an overflow audience at Los Angeles, Dr. Stephen Fuller, retired vice president for personnel at General Motors said that the key to good employee relations in any organization is a top management attitude that people come first. Dr. Fuller was a member of the blue ribbon task force that recently completed a five-month study of agency management and employee relationships.

A--Dr. Stephen Fuller.

From left--Regional Director H. C. McClure, Larry Kotzker (ATF-3), and Deputy Administrator Mike Fenello.

C--D--E--Western-Pacific Region supervisors and managers in attendance.



ATC REVITALIZATION ACT

PASSES SENATE

By unanimous consent the Senate passed on May 27 the Air Traffic Control Revitalization Act. The version passed is essentially the same as the bill sent to the hill last November by the Department of Transportation. The only difference is that the half hour guaranteed lunch period for tower and center controllers is extended to flight service station specialists. Approximately 25,000 FAA employees would be affected by the increases. Of these, about 12,000 would be controllers and their supervisors. The others would be Air Traffic Service employees who staff flight service stations, the technicians who maintain the air traffic control and air navigation equipment and flight inspection and test pilots. This action by the Senate is a major step forward but a drastic difference exists between this bill and the one that will be considered by the House of Representatives. According to the FAA Administrator there is no way to predict what the final version will be, but INTERCOM will keep readers informed.

RETROACTIVE PAYMENTS BEING PROCESSED

Those Fair Labor Standards Act retroactive overtime payments for GS-12 electronic maintenance technicians related to their reclassification from an exempt to a non-exempt status are now being processed. Generally, claims that were submitted to the General Accounting Office (GAO) are being processed in the order they were received. Employees who believe they have retroactive entitlements due them should file a claim with GAO immediately if they have not already done so. The address is: U.S. General Accounting Office; AFMD - Claims Group; 441 G Street, N.W., Washington, D.C. 20584. For additional information, employees should contact their servicing Personnel Management Division or Office.

SMOG ALERT REMINDER

The smog season, that most unnatural of events has begun once again in Southern Calif. Several Stage 1 alerts have already been recorded, and it is anticipated that there will be a very smoggy summer. This is a reminder that during the Smog Alerts everyone should help in reducing the smog concentrations when he or she can by driving as little as possible and traveling by carpool rather than driving alone. Also, employees should check their automobile maintenance schedule to see if it might be time for an oil change and maybe even a tune-up.
Numbers to know:

Pollutant Standards Index

Good Air Quality	0-100 (.00-.12 parts per million)
Unhealthful for Sensitive Persons	101-199 (.13-.19 ppm)
Unhealthful for Everyone	200-299 (.20-.39 ppm)
Hazardous	300-500 (.40-.60 ppm)

Ozone Episodes

Stage 1	200 (.20 ppm 1-hr.)
Stage 2	275 (.35 ppm 1-hr.)
Stage 3	400 (.50 ppm 1-hr.)

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Smog Updates	(800) 242-4666
General Smog Information	(213) 572-6283
General Recorded Smog Updates ..	(800) 242-4022
Air Pollution Complaints —	
Los Angeles County	(213) 572-6306
Orange County	(714) 991-7200
Riverside County	(714) 824-2660
San Bernardino County ..	(714) 824-2660
Service Station Nozzle Complaints ..	(800) 242-4020

Further information on carpooling and emergency ridesharing may be obtained by contacting Yvonne Gibson, Environmental Specialist, at 213-536-6231.

