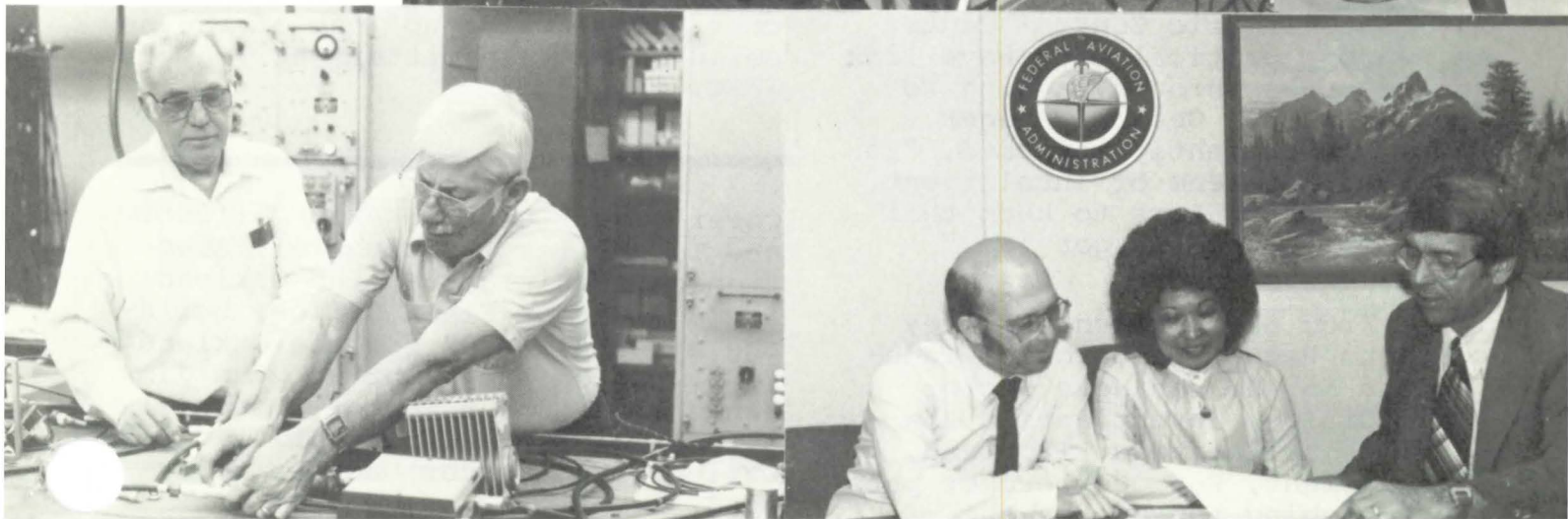
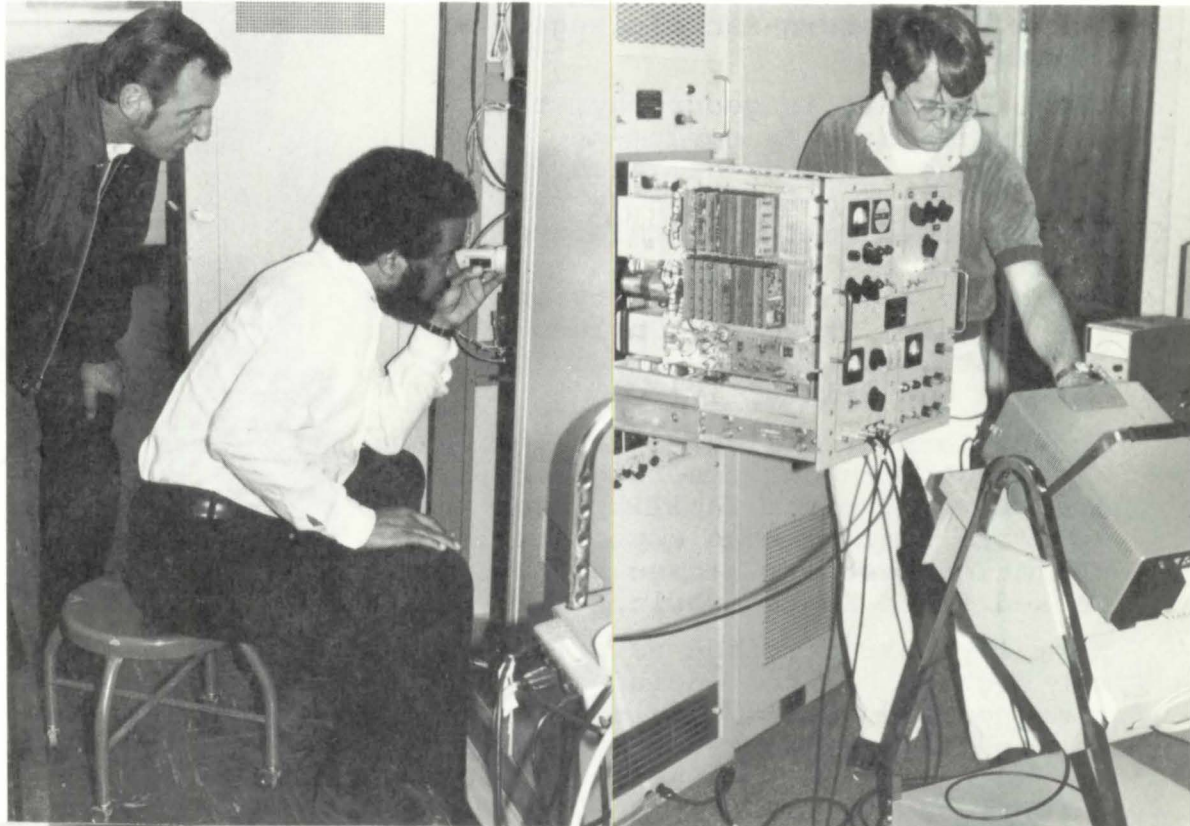




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



Oakland AFS

Cover Story

Recognized nationally as a leader in Quality Circle technique and Equal Employment Opportunity accomplishments, the Oakland Airway Facilities Sector (AFS) ranks high among the Western-Pacific Region's finest.

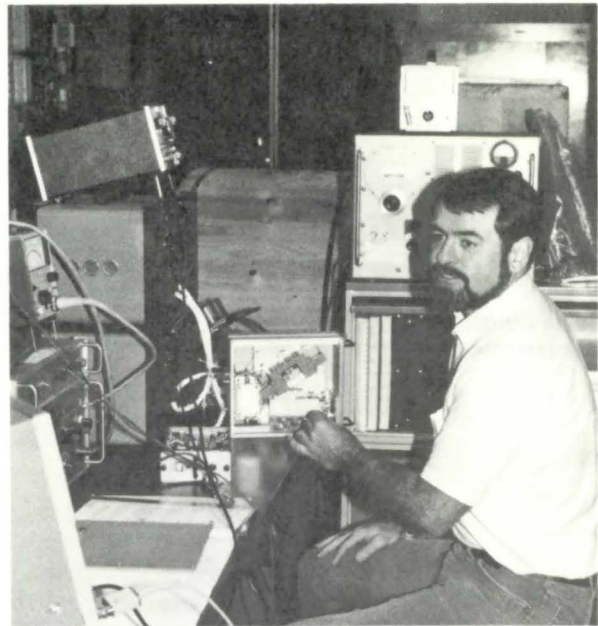
Although small in geography, the Sector is large in equipment maintenance responsibilities. In early 1981, a national news release showed Oakland maintained facilities at four airports ranked among the top 30 in activity in the nation. These are Oakland International, San Jose Municipal, Concord and Reid-Hillview.

Technicians at Oakland's Bay TRACON also must turn out exacting work. That Level V radar facility handles more traffic than any other operation west of Chicago and is ranked fifth in the world.

Normally characterized as a large hub sector, Oakland includes major components normal to any general National Airspace System Sector providing navigation facilities for enroute customers. As the Oakland Air Route Traffic Control Center is nearby, critical microwave link systems pass through, adding responsibility. Sector Manager Jerry Long recently remarked, "It takes a real team of intelligent, hard-working FAAers to keep this place going--but we got 'em."

Cover photos:

Top: From left--Ralph Humphrey and John Reese, Electronics Technicians in the San Jose Sector Field Office, investigating the UHF link at Saratoga RTR...and, on the right, Ron Oberlercher puts the finishing touches on the ATCBI-5.



Above photos: Top--Fred Lavell, Electronics Technician, ARTS SFO, aligning a Terracom TVML transmitter at Oakland Bay TRACON. Below--Vance San Filippo (left) and John Smith, Electronics Technicians, Concord SFO, "firing up" one of the new solid state transmitters at Tracy IFST.

Cover photo--Bottom: Bob Chilcott and Ted Miller (left photo), Electronic Technicians at the Oakland Nav/Com Sector Field Office, building a new "bridge" for the Oakland VOR...and on the right we have Jim Hansen, Assistant Sector Manager; Lily Williams, Administrative Officer; and Sector Manager Jerry Long.
All OAK AFS photos by Jim Hansen.

Oakland Sector

People



Some of the Oakland Airway Facilities people on the job:

A--Gary Downes (left) and Neil Folden Environmental Systems Technicians, doing an "annual" on the Saratoga RTR engine generator.

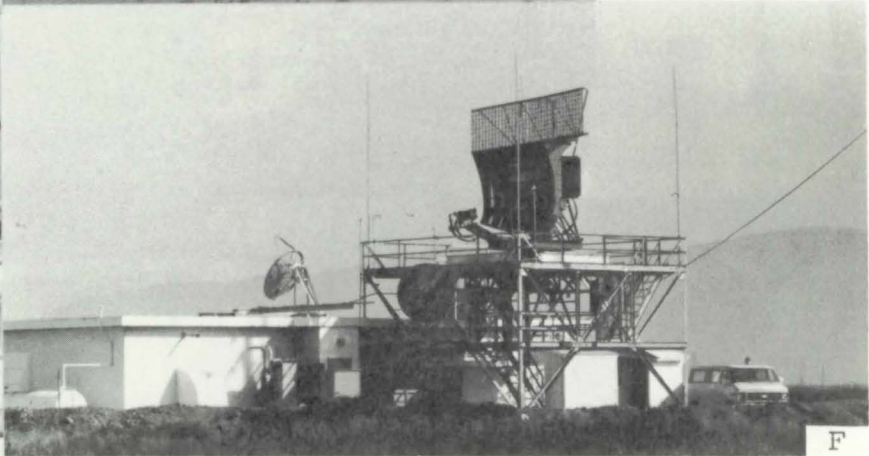
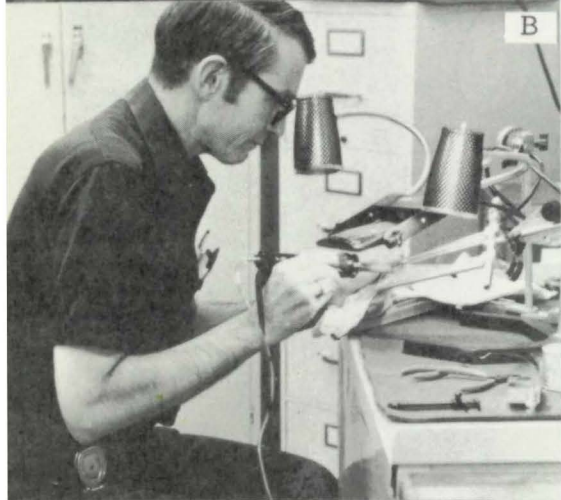
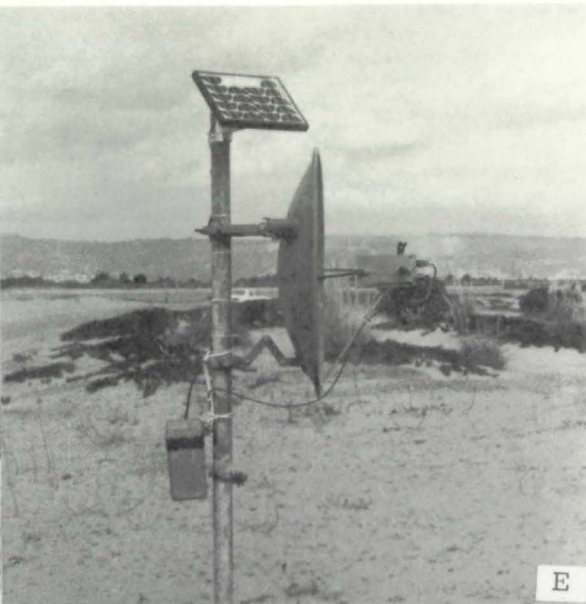
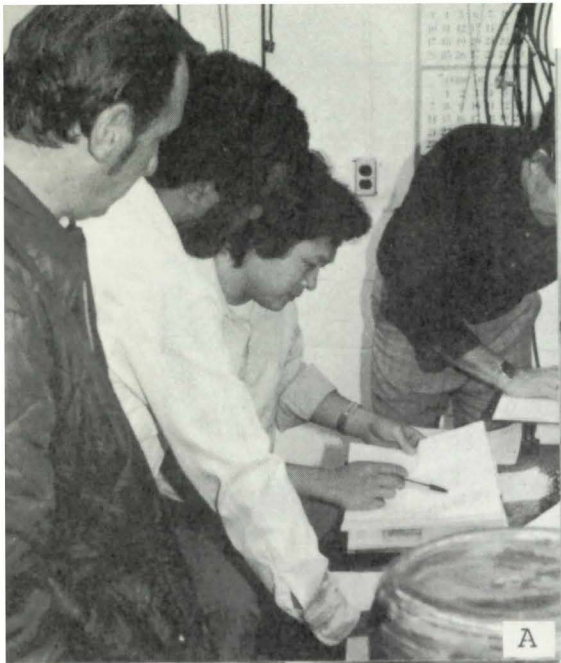
B--From left: Dick Krebs, ET at Oakland Nav/Com Sector Field Office (SFO); Al Shew, Oakland Staff Engineer; and Emmett Larsen, Technical Support Officer, discuss flight check of an Oakland facility.

C--Glenn Cross, Chief, Moffett SFO, coordinating with technicians at Oakland Bay TRACON.

D--Deloris Anderson, General Supply Specialist.

E--Bob Nelson, Environmental Unit Supervisor (left) and Gene Cole, Chief of Oakland Nav/Com SFO, discuss a cable project on Oakland Airport.

More
Oakland
AFS



More Oakland AFS:

A--From left--Ralph Humprey, John Reese, Nathan Lyau, Electronics Technicians in San Jose, checking the "prints" on the UHF link at Saratoga RTR. Partially seen is Dick Spivey, Chief of San Jose SFO.

B--Maurice "Doc" Shwetter, Electronics Technician, ARTS SFO, aligning a Terracom TVML transmitter at Oakland Bay TRACON.

C--Ron Oberlercher (left) and Pat Lucas, Electronics Technicians, Moffett SFO, working on the ATCBI-5 at Moffett ASR.

D--Arlie Lloyd, Electronics Technician, checking modulation on the Concord VOR.

E--An "MTI" reflector on Runway 11/29 at Oakland, showing the solar cell that powers the reflector.

F--Moffett Airport Surveillance Radar (ASR), one of two radars that provide information to the Oakland Bay TRACON. This radar is jointly used by the U.S. Navy at Moffett Naval Air Station.

More

Oakland AFS



More Oakland Sector scenes are:

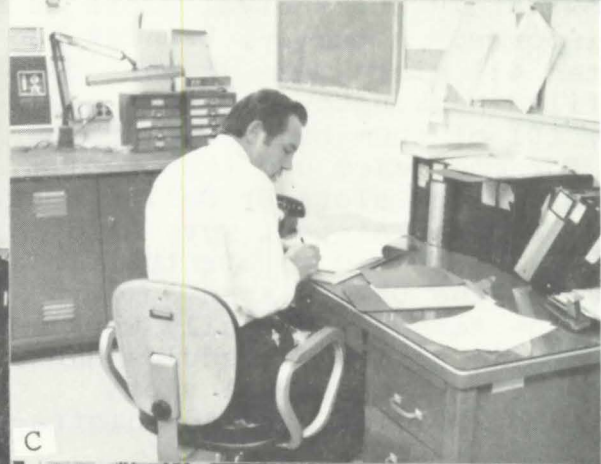
Concord VOR. The building is set on pilings and the ground around it is slowly sinking. Eight years ago, there were only four steps from the building to the ground.

B--From left--Francis "Ossie" Osgood, Environmental Systems Technician; Paul Maxwell, Motor Vehicle Operator; Bob Nelson, ESU Supervisor; Bob Leone, Environmental Systems Technician; Vance San Filippo, Electronics Technician; George Wong, Electrician; and John Smith, Electronics Technician. They are moving out an old "tube type" high powered transmitter to make way for new solid state single sideband transmitters at Tracy International Flight Service Transmitter (IFST) station.

C--Ettori P. Milani, Chief of Concord SFO, closing out the log at Concord VOR.

D--Howard Bolton (left) and Pete Givens, Electronics Technicians, s/Com SFO, working on a part of extensive communications system at Oakland Bay TRACON.

E--Dick Fong (left) and Arlie Williams, Electronics Technicians, Oakland ARTS SFO, repairing a maintenance console at Oakland Bay TRACON.



THE NEWS IN BRIEF

● The Agency held a lottery at Washington headquarters May 27 to determine the order for allocating the slots left vacant by the suspension of operations by Braniff Airlines. A total of 76 airlines took part in the random drawing for approximately 251 arrival slots at 37 airports. Actually, Braniff had vacated 411 slots when it shut down and filed bankruptcy papers. However, 101 of them had been authorized for emergency use temporarily and 50 arrival slots at Dallas/Fort Worth Regional Airport were held back by FAA to reduce air traffic delays in the Dallas area.

● As the Agency was busily working on upcoming airline schedules and reallocating the arrival slots vacated by Braniff, the Administra-

tor reminded an airline audience in Savannah that the FAA aims to get out of the slot allocation business "as quickly as possible." In fact, he told the group, "we hope the 1983 summer airline schedule will be the last one we'll have to get involved in."

● The fifth edition of the "Guide to Federal Aviation Administration Publications" is just off the press. It lists approximately 5,000 FAA publications as well as many from the Civil Aeronautics Board, National Transportation Safety Board and National Ocean Survey. FAA employees can get a copy from the Public Affairs Office, AWP-4P, or by writing APA-430 at FAA Washington headquarters.

SANTA ROSA TOWER PUTS ON A HAPPY FACE

Because the Sonoma County Control Tower at Santa Rosa badly needed a paint job, and because the building is owned and maintained by the County, and because the County was feeling the same financial pinch that everyone else is feeling, the County thus decided to use trustees from the nearby Sonoma County Honor Farm to paint the interior of the control tower building's six floors.

An incentive was given to the paint crew at the start when they were told that at the end of the project, Tower Chief Sam Fabela would be advised of those who performed exceptionally for some type of formal recognition. The crew worked long and hard and, in some cases, caused major inconvenience to the tower controllers. But the controllers held up and the results after two months of work was a beautifully painted tower from top to bottom that included offices, stairs, elevator, shelves, windows

and -- the most difficult part of all -- the entire tower cab.

As a gesture of thanks, Team Supervisor Joe Parker and controllers George Daniels, Ron Davidson, Renette Gallo, Eric Mercer, John Mueller, John Pelafigue and Anna Rucker pitched in and threw a pizza and soda party for the entire paint crew in the tower training room. During the celebration, Letters of Recognition were presented to the four trustees and County employee George Hill who was in charge of the group. The recipients appeared completely overwhelmed. The following week, all four trustees returned to the tower to express gratitude and to explain that because of the letter they had received, the Sheriff's office had authorized them a 24-hour pass to go home and spend time with their families. Hats off to Santa Rosa for a job well done and an excellent lesson to us all in Human Relations!

OAKLAND FSS

Chuck Campbell and Jose Mandawe are both proud parents since their children have been singled out for honors. Chuck's daughter, Deborah Ann, received a United Press International Award for her TV news coverage of the flooding in Las Vegas, and Jose accompanied the Bay Area entrants to the National High School Judo Championships in Connecticut where his son, Jose, Jr., took the number two spot. Jose, Jr. is number one at Sunset High where he graduates as the class valedictorian in June. Not to be outdone, Chief "Long John" Andrews received word that his daughter, Arlie, had earned top honors in her major at the College of Notre Dame. Even more exceptional is the fact that she did this with a double major, Spanish and Music, and was tops in each major! In other news, Chris Weber and Jose Mandawe spent a day with the Military at Hamilton Army Air Force Base explaining FSS operations. Jose also teamed with Betty Roque to provide smooth coordination for the Hayward-Las Vegas Air Race.

IN COMPETITION FOR "MISS TEENWORLD"

Lisa Salazar, 16, daughter of Ruben Salazar, Team Supervisor at Los Angeles Center, has been selected to compete in the 1982 Teenworld state finals. Teenworld's program is designed to recognize young women, 14 to 18, who excel in scholastic achievement and community involvement. Contestants are judged on poise, personality, grooming and a speech or talent presentation--as well as scholastic and civic achievement. Lisa's activities include snow skiing, cross country, cheerleading, dancing, racquetball, horseback riding, Volunteers in Multiple Sclerosis, "Z" Club and candystriping. She has been a member of California Scholarship Federation since the eighth grade and has chosen the medical field. Good luck, Lisa!

WELCOME ABOARD

The Airway Facilities Establishment Engineering Branch, AWP-450, wishes to welcome Olga Eiben from the Security Division, effective May 16, 1982. Olga will be assisting in the Drafting Section of AWP-450.

ON THE DEAN'S HONOR LIST

Evelyn Mosquera, Los Angeles Airway Facilities Sector, made the Dean's Honor List in the School of Management at California State University, Dominguez, last fall. This achievement is quite an accomplishment for Evelyn, especially since she is carrying 16 credit hours each quarter during her senior year, while at the same time keeping up with her normal Services Clerk duties and serving as the LAX Administrative Hangar Manager. Evelyn says her only problem is finding enough time in her busy days to get everything done. She will be graduating with her B.S. degree this month. Photo by Yukio "Mo" Mochizuki.



Evelyn Mosquera

GAR RULE TO BE LIFTED

AT TWO CENTERS

Beginning June 7, general aviation pilots intending to fly within the Salt Lake City and Seattle Center areas no longer had to obtain a reservation beforehand from FAA. The change was included in an amendment to the General Aviation Reservation (GAR) rule, issued last October, which required general aviation pilots to obtain reservations before flying IFR in enroute airspace. The relaxation of the rule in these two center areas is made possible, says the Air Traffic Service, by the increasing IFR capacity of the enroute system. The amended GAR rule, however, now requires GA turbojet aircraft flying at 29,000 feet and above to obtain a reservation unless they plan to fly 200 nautical miles or more. Previously, those GA flights were exempt from the GAR rule. However, numerous short distance flights using this exemption are having an adverse impact on the ATC system.

NORTH ATLANTIC TRAFFIC

GROWTH OFF

The North Atlantic Forecasting Group, which includes a representative from FAA, has pulled in its horns a bit in projecting future air traffic growth, citing "the less optimistic economic outlook" as the primary reason. The group's latest forecasts indicate that passenger traffic in the North Atlantic region will increase at an annual rate of 3.5 percent in the 1982-1987 time period, going from 20.4 million to 25.1 million. That's almost two percent less than the growth rate called for in the forecasts published in 1981. Similarly, aircraft movements in the North Atlantic also are expected to increase at a slower rate than previously projected. The number of flights would rise two percent per year, instead of 2.4 percent, going from 118,000 to 133,000.

RETIREE DEATH

We are saddened to report that William R. "Dick" McLin passed away in Mesa, Arizona on May 30. Dick retired from the FAA in January 1981 as a Flight Inspection Pilot on the Boeing 727 in Honolulu. Prior to his assignment to the Honolulu Flight Inspection Office, Dick began his CAA/FAA career as an Air Traffic Controller in the Denver ARTCC, then served as Flight Inspection Pilot and FIDO Chief in Salt Lake City and Phoenix, after which he went into the High Altitude Program, Dick spent another few years at the FAA Academy as an Air Carrier Pilot Instructor in Boeing 720 and 727. Dick is survived by his wife Willa, son Rick and daughter JoAnn, their spouses, and several grandchildren.

EMPLOYEE DEATH

The many friends and co-workers of John W. Dietrich, Aviation Safety Inspector (Airworthiness) at Los Angeles Air Carrier District Office, were saddened to learn of John's death on May 22 of cancer. His passing will be missed by all who knew him. Our sincere condolences to John's family.

NAS PLAN SPEAKING MATERIALS AVAILABLE THROUGH PUBLIC AFFAIRS

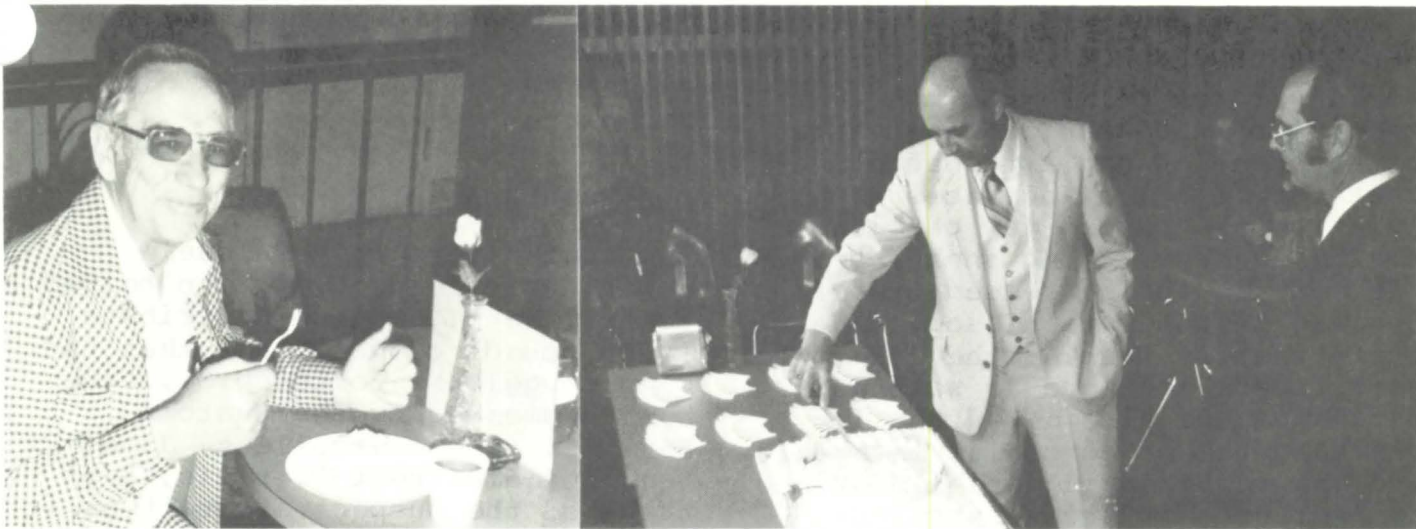
To assist facility chiefs and office managers in publicizing the FAA's National Airspace System Plan, the Public Affairs Office has a limited number of the 12-½ minute videotape that can be shown on 3/4-inch color cassette playback equipment. Also available are several printed brochures which may be used as handouts. Contact AWP-4P, ext. 6431, and the material will be sent to you on a first-come, first-served basis.

FAAERS SPEAK ON CAREER DAY PANEL

Willie Wallace, Aviation Safety Inspector at the Los Angeles Air Carrier District Office, and Jack Norris, Accident Prevention Specialist at the Santa Monica General Aviation District Office, recently participated in an Air Youth Day sponsored by Northrop University and the California Aerospace Education Association and held in Inglewood, Calif. High point of the day was the career panel session where people from various sections of the aviation industry spoke and answered questions on careers and opportunities in aviation. Participants in Air Youth Day are two top students, who are interested in aviation, and their counselor from each high school in Southern California. Northrop University awards one full-tuition and two half-tuition four-year scholarships at Northrop.



Willie Wallace and Jack Norris



FRESNO CELEBRATES ONE YEAR OF TROUBLE-FREE RADAR

Fresno TRACON recently celebrated one year with a very reliable ARTS II radar system. The occasion was celebrated with an appropriately decorated cake and attended by all local FAA offices, including some excellent coverage by the Fresno news media. Considering that one year ago in April the local press headlines indicated that the new radar would be a "dubious" cure, the event was an especially satisfying event for the Fresno people.

Left photo: Jimmie Estes, Sector Radar Chief, eats some of the alpha-numeric numerics on the cake.

Right photo: Will Cope (left), Chief, Fresno Tower/TRACON, and Mel Haworth, Manager, Fresno Airway Facilities Sector.

CUSTOMS STIFFENS

REPORTING REQUIREMENTS

The Customs Service has expanded its requirements for private aircraft flying into the U.S. from South of the border in order to reduce the smuggling of illegal narcotics into the country. As a result, all private aircraft entering the country from foreign locations south of the U.S. must now report their pending arrival to FAA or directly to Customs. Also, they must land at the nearest designated Customs airport whether they enter the country across the U.S./Mexican land border or by flying in over the Gulf Coast or the Atlantic Coast. Previously, only planes coming across the land border were required to land at a designated airport.

NEW CHALLENGES FOR FAA

Administrator Helms told the annual meeting of the American Institute of Aeronautics and Astronautics that technological advances in aviation are posing new challenges to the agency. Among these, he explained, is the increased use of digital computer technology in aircraft that is forcing the agency to certificate software as well as hardware. He also noted the increasing use of composite materials and the accompanying problem of how to protect them from lightning strikes. The increased susceptibility of high-bypass-ratio jet engines to damage from bird ingestion is still another challenge, he said. The Administrator also expressed concern over the lack of emphasis being given to math and science in the Nation's precollege educational institutions and called for a national drive to increase the number and quality of such courses.

MIDAIR CAUSES VARIOUS

The failure of each flight crew to see and avoid one another was cited by the National Transportation Safety Board (NTSB) as a probable cause of the September 23, 1981, midair collision over the New Jersey Meadowlands sports complex. Although both planes were flying VFR and responsible for their own separation, the Board also cited the controller's failure to notice the conflict because he was involved in a non-essential administrative phone call. There were two fatalities when the helicopter and a twin-engine aircraft collided while approaching Teterboro Airport. Also contributing to the accident, according to NTSB, were misleading position reports for both aircraft involved. In addition, the Board criticized FAA for its failure to train and qualify tower personnel on BRITE radar equipment, which is available in the tower. Since the accident, all controllers in the tower have been trained and qualified on the new equipment.

CUSTOMS LAUDS ATCSS

Two controllers from Caldwell Tower, Fairfield, N.J., who helped to foil an attempt to distribute 1,000 pounds of marijuana that had been smuggled into the U.S., have been commended by the Customs Service. The controllers, James E. Lennox and Barrett C. Lewis, kept track of the suspect aircraft as it flew from New Jersey to Florida to pick up the illegal cargo. The two controllers coordinated a team effort and relayed information from FAA facilities along the route to Customs officials, remaining on duty beyond their regular shift without compensation. In its commendation letter, the Customs Service states: "Without their assistance the case might not have reached a successful finish."

TORRANCE TOWER AND NINETY-NINES

HAVE MEETING OF MINDS

John Hudson, Acting Chief, Torrance Tower, and Emma Dotson, Air Traffic Control Specialist, recently met with the Long Beach Chapter of the Ninety-Nines, the international organization of women pilots. High on the list of items discussed was safety procedures at Torrance Airport during high density periods.

Right photo: From left-- Sharon Crawford, Chairman, Long Beach Chapter, 99s; John Hudson, Acting Chief, and Emma Dotson, controller at Torrance Tower.



SPECIAL AWARD FOR BILL WINES

Bill Wines, Airway Facilities Program and Planning Branch, recently received a Special Achievement Award for sustained superior performance during his last year working with the Korean Civil Aviation Assistance Group. Bill was in Korea working as an advisor to the Korean Civil Aviation Bureau in a multi-million dollar improvement project of Kimpo International Airport. Bill's accomplishments included checkout/flight check and commissioning of the Radar/ARTS systems. He also set up and trained the Korean engineers and technicians in the proper maintenance programs for these systems. A key element to Bill's success in achieving the goals of the CAAG was gaining the respect and recognition of his counterparts, and this can be directly attributed to Bill's professional approach and sound judgment in coordinating and directing the TRACON establishment efforts.

SAN FRANCISCO AFS NEWS

This has been a very busy year so far for San Francisco Airway Facilities. There have been many performance awards given. There also have been several promotions this year: Mike Borgeson, Environmental Support Technician, Paso Robles; Collin Wong, Electronic Technician, Half Moon Bay ARSR; Frank Gonzalez, Electronic Technician, Half Moon Bay ARSR; and Karolyn Grimes, Administrative Officer. We said "Good-Byes" to Tom Pankey and Charles Presville, Electronic Technicians at Paso Robles, both retiring after many years of government service; Rhonda Robinson, student aid, who resigned to take a full-time position; and Jeff Miller, Environmental Support Technician at Monterey, who resigned to pursue other interests in the private sector. Congratulations to Don Hebbard, Electronic Technician, San Francisco Nav/Com Field Office, whose employee suggestion regarding reducing transmitter and 10 watt amplifier operating temperatures in the CAT III glide slope was adopted by Western-Pacific Region. Virginia Sousa, Electronic Technician, has returned from school in Oklahoma and is looking forward to on-the-job training and more schools. Virgil Davidson, Electronic Technician, has been very active teaching the Microprocessor D/S Course to many technicians, both from San Francisco and other sectors. Thus, a large number of Electronic Technicians have acquired this much-needed prerequisite course. Our field office chiefs and some supervisors have received their introduction to the Quality Circle concept and plans are afoot to conduct further training under Merrill Scott's (our Technical Support Officer) direction.

FR CONTACTS CLARIFIED

The contact points for questions about publishing material in the Federal Register are AMS-110 and AGC-203. Previously, Intercom said AGC-230.

TAX RECORD-KEEPING INFO.

If your closets are bulging with old tax records that you are afraid to throw away, the IRS has some welcome advice. Most documents need to be kept only three years from the date your tax return was filed, or two years from the date the tax was paid, whichever is later. In other words, if you filed your 1981 return by April 15, 1982, you should keep the related records until April 15, 1985. Some records do need to be kept longer. Real estate records, for instance, should be kept as long as they can be useful in determining the basis of a piece of property. This information is needed to claim depreciation or to report the gain or loss on the property when it is sold. Copies of past tax returns should be kept if you think you may use income averaging to compute your tax on a future return. To use the income averaging method, you need information from four prior years' returns. Good financial records are the key to effective tax planning and will help you fill out your tax returns with ease. Organized records can also save you time and money if your return is audited. For more information on recordkeeping, IRS offers a free booklet entitled, Publication 552, "Recordkeeping Requirements and a List of Tax Publications." You can order the booklet by calling the toll-free number listed in the white pages of your telephone directory under U.S. Government, Internal Revenue Service.

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