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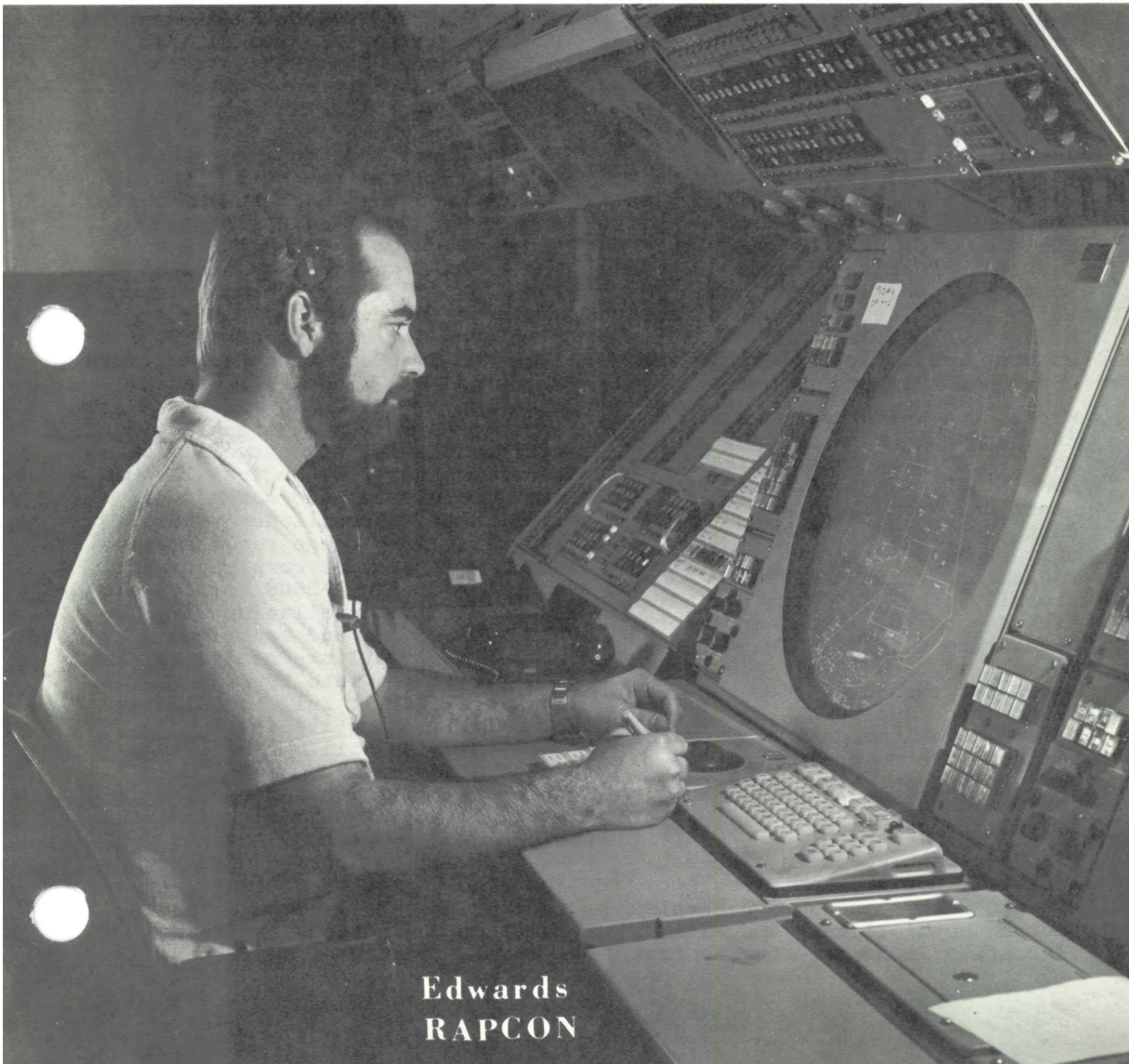
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Western-Pacific Region
Los Angeles, CA 90009
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U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Intercom



Edwards
RAPCON

Cover Story

Edwards Radar Approach Control (RAPCON) is located in the Mojave Desert at Edwards Air Force Base.

The airspace delegated to Edwards RAPCON consists of Military Operating Areas (MOA's), Air Traffic Control Assigned Airspace (ATCAA's), Restricted Areas and Terminal Approach Control Airspace. Altitudes in this airspace vary from surface to 11,000 feet in the terminal area to surface to infinity within the MOA's, ATCAA's and Restricted Areas. Total amount of airspace under RAPCON control is 24,500 square miles. This airspace is known as the R-2508 Restricted Area Complex. The elevation of the land within the Complex ranges from minus 282 feet Mean Sea Level (MSL) at Death Valley to 14,495 feet MSL at Mount Whitney, the lowest and highest points, respectively, within the contiguous United States.

Within the R-2508 Complex lie seven independently managed special purpose Restricted Areas which contain Special Use Areas such as supersonic corridors, spin areas, parachute drop areas, bombing and gunnery ranges, IR and VR routes and radiation avoidance areas. Additionally, the U.S. Army has established a national training center within the Complex. The R-2508 Complex is used by all military services for the advancement and development of weapons systems technology, ordnance delivery training, air combat crew training, pure aerodynamic research and other various types of low-level and high-level tactical/research missions.

Aircraft manufacturers such as Lockheed, Boeing, Northrop, etc., operate within the R-2508 Complex testing both military and civil aircraft. It is safe to say that

every jet-type aircraft flying in the United States has performed some test function within the Complex.

The Space Shuttle Columbia was tested and made the first two ground landings at Edwards AFB. For the facility's participation in this project, facility personnel received letters of appreciation from NASA and the U.S. Air Force, and an American flag that was flown aboard the Columbia on April 12-14.

RAPCON personnel are presently involved in the R-1508 Enhancement Program, which has a completion date targeted for 1983. It involves a complete remodeling of the RAPCON, installation of the OJ-314 Communications System, the Remote Control Switching System for controlling remotely located radios, and the only, one-of-a-kind Mosaic and Tracking Direct Access Radar Computer (MT-DARC) System. The MT-DARC was commissioned on June 15, 1982. This program consists of improving the radar surveillance and air-ground communications in the Complex by using three existing long range radar facilities and establishing six new ASR facilities with new communications equipment. The six surveillance radar systems will be installed to provide low altitude coverage to fill in the surveillance void of the three long range radar systems which will provide complete radar coverage of the R-2508 Complex airspace. Each installation will include microwave and land-line communications links needed to tie the facilities into Edwards RAPCON. This will permit full coordination of all flight activities in the Complex which will optimize the joint usage of the Complex airspace for military and civil aviation. When the R-2508 Enhancement Program is completed, Edwards RAPCON will be working with eight ASR sites, plus three long range radar sites and a computerized radio communications switching system. (continued on Page 3)



Edwards RAPCON Controllers Mac Hayes (left) at Radar and Newt Phillips helps at hand-off with the new Mosaic and Tracking Direct Access Radar Computer (MT-DARC), the first in the country.

COVER STORY (CONTINUED FROM PAGE 2)

Edwards RAPCON equipment is installed and maintained by Airway Facilities personnel Al McHuge, Chief, Automation, and Jack Huffman, Chief, Radar/Comm, and their crews at Edwards Airway Facilities Sector Field Office.

Facility staff personnel are: Russ Kelsey, Chief (soon to transfer to the Regional Air Traffic Division); Ed Custer, Deputy Chief; Ollie Spires, Programs Officer; Bill Moore, Data Systems Specialist; Paul Wilton, Evaluation & Proficiency Development Specialist; and Gloria Humphries, Clerical Asst.

Team Supervisors are: Rick Chisholm, Bill Fisher, J. Hisel, Dene Jones and Duane Rakotz.

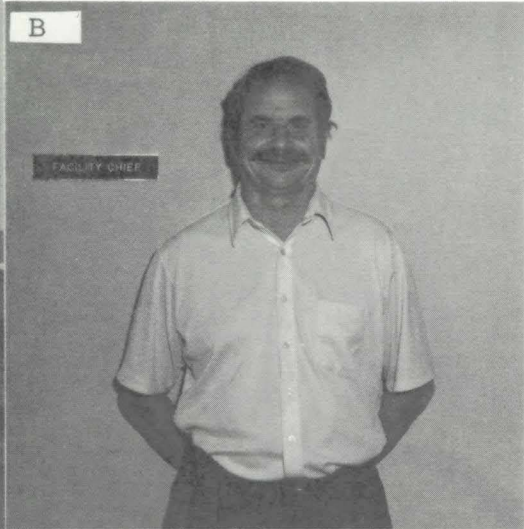
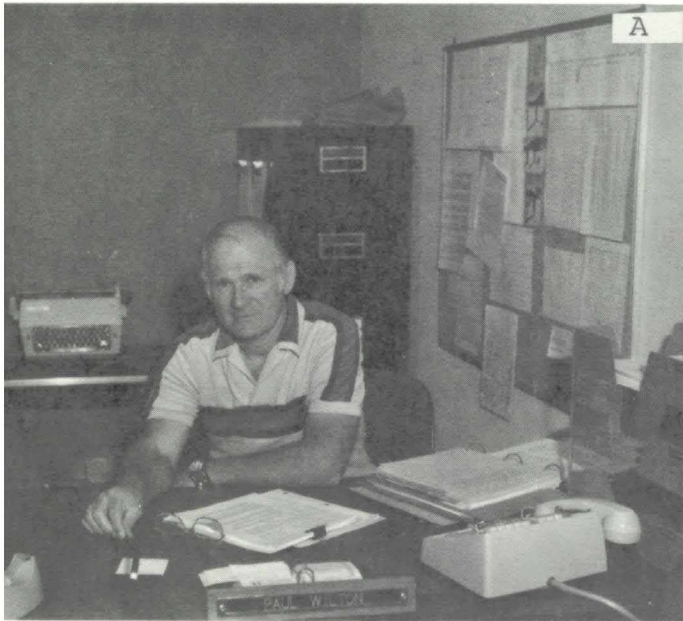
Controllers are: Tom Applegate, Tim Berrow, Bill Bracken, Buck Dodson, Jim Groce, Bill Grove, Mac Hayes, John Hoffman, Newt Phillips, Jan Redditt, Rocky Rhoads and Thor Thorson.

Developmentals are: Steve Bueltel, Ned Kramer, Niels Mygind, Pat Nadeau and Debbie Sepulveda.

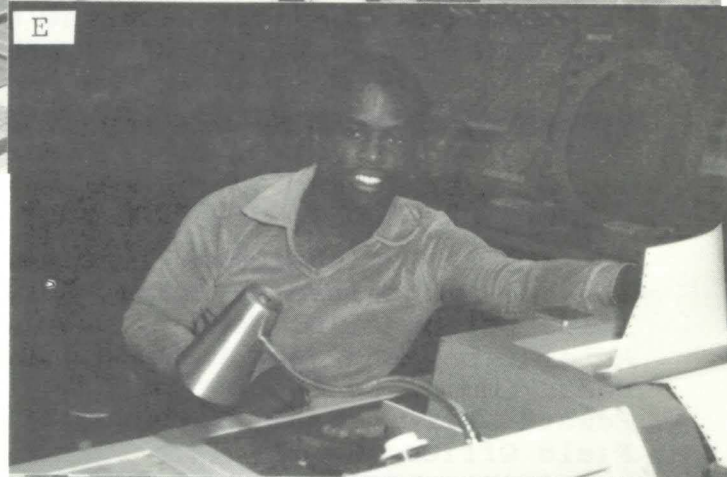
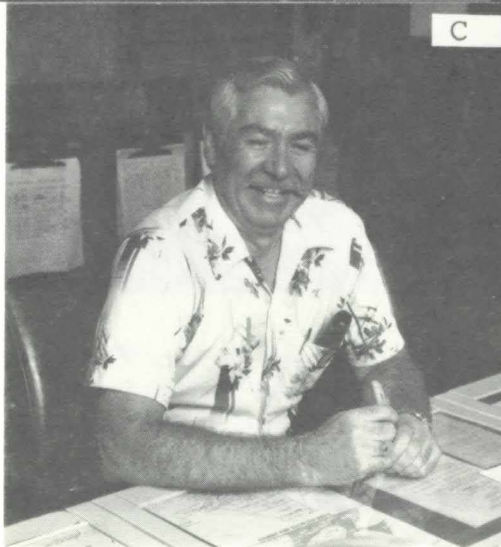
Flight Data Specialists are: Terry Cook, Aaron Palmer and Bud Ridenour.

Cover photo: Radar Controller Bill Groves keeps'em flying with the new Mosaic Tracking Direct Access Radar Computer (MT-DARC) System.

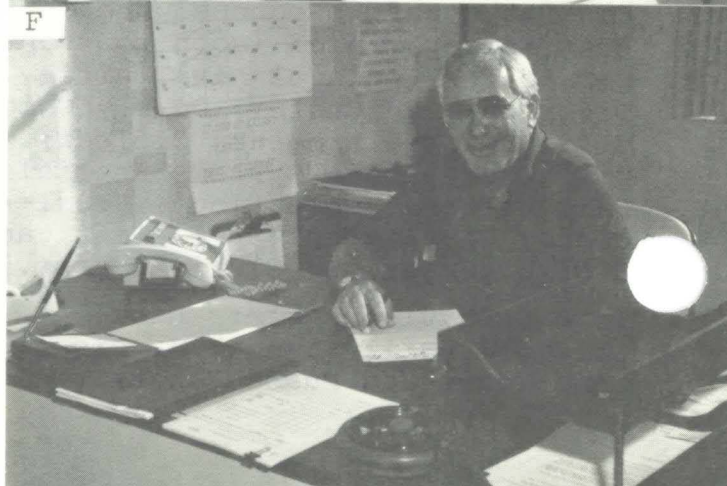
All Edwards RAPCON photos by Newt Phillips.



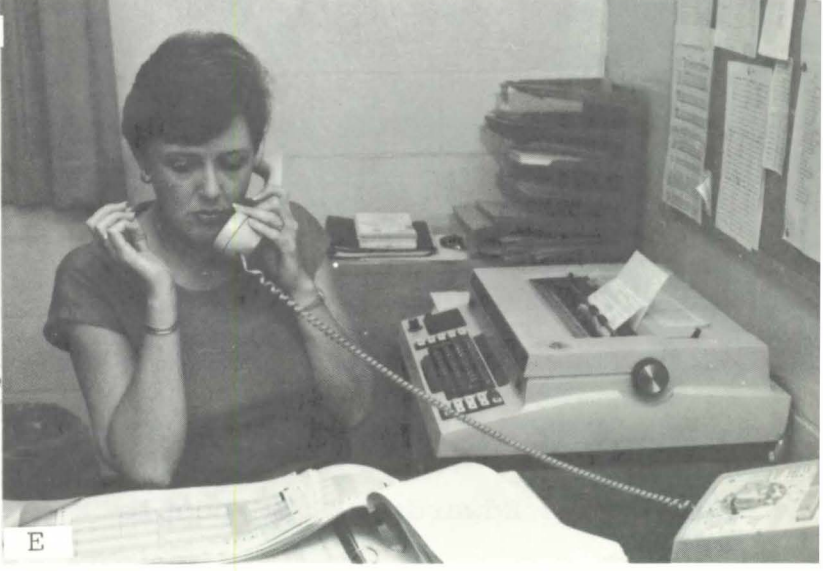
More
Edwards
RAPCON



- More Edwards RAPCON people are:
A--Paul Wilton, Evaluation and Proficiency Development Specialist.
B--Facility Chief Russ Kelsey.
C--Team Supervisor J. Hisel.
D--Terry Cook, Flight Data Specialist.
E--Aaron Palmer, Flight Data Specialist.
F--Ollie Spires, Program Officer.

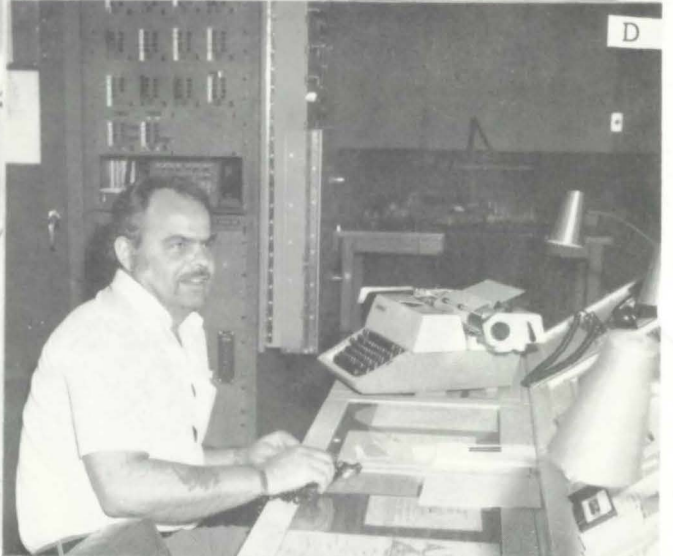


More Edwards RAPCON



More Edwards RAPCON personnel on the job:
A--Controller Jan Redditt.
B--Controller Tim Berrow.
C--Controller Buck Dodson.
D--Team Supervisor Rick Chisholm.
E--Gloria Humphries, Clerical Assistant.

Still More . . .



Still more Edwards RAPCON people are:

A--Controller Jim Groce.

B--Controller John Hoffman.

C--Deputy Chief Ed Custer.

D--Team Supervisor Duane Rakotz.

E--Data Systems Specialist
Bill Moore.



GUAM AF SECTOR NEWS

Congratulations to Elizabeth Matanane on her promotion from Clerk-Stenographer to Administrative Services Clerk for the Guam Airway Facilities Sector.

FAA IDENTIFICATION DECALCOMANIA

FAA decals may be put on each side of a GSA vehicle immediately below the interagency motor pool identification when required to provide identification for access to restricted areas such as airports or for management control of vehicles. The decals are stocked at the FAA Depot under NSN 0052-00-670-0000. FAA will pay for all costs for applying and removing the name of the agency including any necessary restoration of the vehicle. Normally, FAA decals can be steamed off at the cost of \$18.00 per vehicle.

LAS VEGAS AF SECTOR NEWS

A gala retirement dinner was held in Tonopah for Joe Gilkison, Field Office Chief, before he jetted off to Jeta, Saudi Arabia on a two-year contract with Bendix Corporation. Bill Griffith and John McCorduck provided a tour of the Tonopah radar site for the teacher and 12 students of the local high school math and science class. It was a double pleasure to have as our visitors, former Sector Manager Bert Pickett on the way to his Guam Sector Manager position and former Assistant Manager, Bob Shiraga, who retired six years ago. Bob could not believe it has been six years and suggested someone invent an electric device to prevent the years from slipping by so rapidly. The Sector was saddened to learn FAA Retiree George Noble, Electronics Technician, passed away at his home in Boulder City, Nevada. Best wishes to FAA Retiree Bob Cook for a speedy recovery. Bob is recuperating at home following a recent hospital stay.

AIRPORT TASK FORCE TO REPORT BY LABOR DAY

An industry task force on airport capacity improvements and delay reduction met at FAA for the first time June 2-3 and promised to have a report on the Administrator's desk by Labor Day. The 23-member group of top aviation experts, assembled by the Airport Operators Council International (AOCI), will provide the Administrator with recommendations concerning the most practical ways to increase capacity at the nation's major airports to meet the projected growth of aviation and, at the same time, reduce the growing problems of congestion and delays. Speaking to the task group, the Administrator said he looked to the groups "to recommend actions which we can take, procedures we can change, and technology improvements we can implement to yield important capacity improvements." The task force was briefed by FAA staff on the work that has been done by FAA and the aviation community to solve the problems of capacity and delays. The task force was then divided into smaller groups to examine specific concepts that may be worth further consideration by the full task force. The first two smaller groups will meet later this month.

CARE IS ESSENTIAL WITH PRIVACY ACT INFO

Privacy Act materials should not be just casually tossed into the waste basket but should be positively destroyed, according to the Office of Management Systems. The Department of Transportation Office of Security recently learned of a case where this was not done. Privacy Act information, such as pay and leave records, popped up on the reverse side of recycled computer paper. AMS points out that this is what can happen when these materials are not shredded or incinerated as stipulated in FAA Order 1350.22A.

CIVILAIR NEWS

Please inform your Civilair representative if you are interested in purchasing especially made FAA pins which state "I was there" AUG 1981. The price is \$3.00 for this colorful pin which shows it like it was in that time of trial.

FAA SUPPORTS LEGISLATION TO PROTECT EMPLOYEES

Legislation to immunize Federal employees from personal law suits "for negligent acts" committed while on duty is being backed by the agency. Citing the tremendous monetary damages sometimes sought by plaintiffs from controllers and other FAA employees following aircraft accidents, FAA representatives appearing before Senate and House Judiciary committees asked the lawmakers to support legislation that would require suits to be brought against the government rather than individual employees. The FAA representatives contended that this legislation would not reduce employee's motivation to perform their jobs with the highest standards of care. On the contrary, they assured the Congressional committees, the safety of the traveling public would remain foremost in the minds of FAA employees.

PATCO LOSES APPEAL

By a 3-0 vote, a Federal Appeals Court in Washington, D. C., has upheld the government's decertification of PATCO. The court held the Federal Labor Relations Authority "did not abuse its discretion" in stripping PATCO of its union status.

RETIREE DEATH

Friends of Joseph Banarer will be saddened to learn of his death on June 15. His family wishes his many friends to know how much he enjoyed and appreciated their cards, calls, visits and gifts. Condolences should be addressed to his family at 25361 Monte Verde Drive, Laguna Niguel, CA 92677. They request that any remembrances be made in the form of donations to the American Cancer Society.

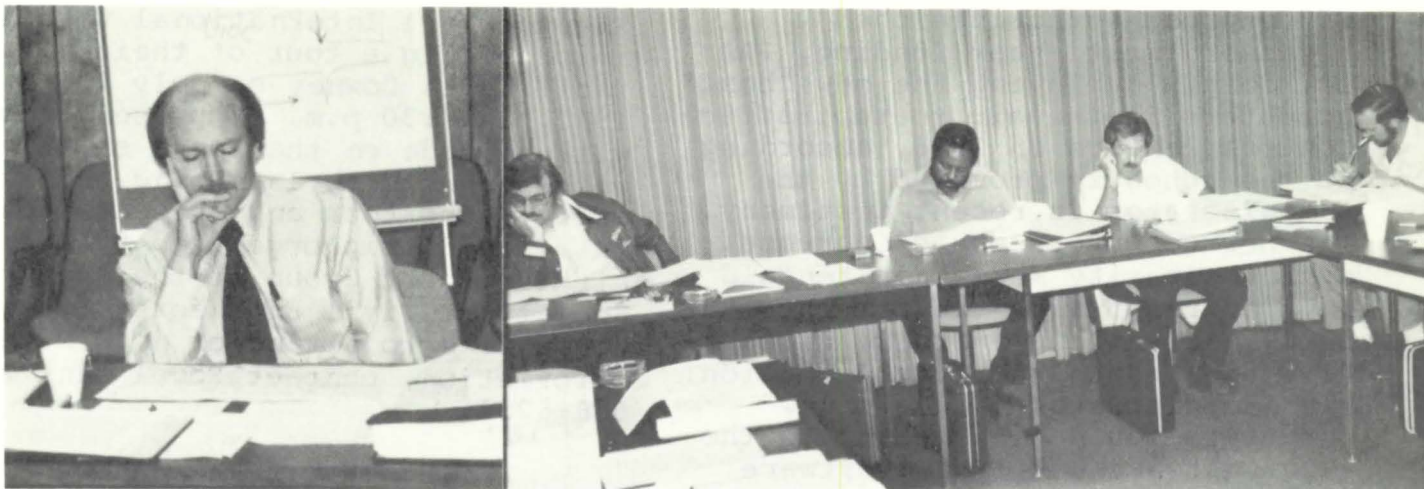
SELF-SERVICE FUEL PUMPS

Use of self-service pumps are now MANDATORY for Government motor vehicle operators who purchase gasoline at a commercial service station with self-service pumps by using the Standard Form 149 "U. S. Government National Credit Card" or other method of payment. (Ref. GSA 41 CFR Ch. 101 (FPMR Temp. Reg. E78 effective April 8, 1982). FAA employees are responsible for the care and safety of GSA vehicles while in their possession. Each individual operating a vehicle is responsible for the proper use, care and protection of the vehicles in their custody; this includes checking the oil, water, air, etc., when using the self-service pumps.

FAA GUAM SCHOLARS

Congratulations to the following FAA Guam scholars who received diplomas, honors and degrees from various schools: Andy Moll--John F. Kennedy High; Elizabeth Matanane--Bachelor of Arts degree in Sociology, University of Guam; and Thomas Suzuki and Beatrice Aguon, Associate of Science degree in Electronics Engineering Technology, Cooperative Education Program. To all--our heartiest congratulations!

KENT PETERSEN OF LAX AFS SAVES TRAINING DOLLARS



Kent Petersen, Los Angeles Airway Facilities Sector (AFS) Nav aids Unit Chief, recently conducted a very productive FA-9639 Cardion Distance Measuring Equipment (DME) theory class at the Los Angeles Flight Service Station. Attendees were: Hobart Martin and David Strickland of Lancaster AFS, Curt Jacobsen and Al Dean of Long Beach AFS, Lee Metcalfe of San Diego AFS, Tom Smith and Jack Perkins of Los Angeles AFS, Dave Moehring and Dennis Livermore (AWP-453) and Wray Freitas (AWP-460). Kent is self-taught in the Cardion DME and organized the course when the FAA Academy cancelled its classes. As a result of his initiative and excellent instruction, all attendees successfully completed its concepts examination and they will soon be able to maintain and certify the FA-9639 DME in their respective units. In Oklahoma City, the Cardion DME course requires two weeks of resident instruction, but Kent Petersen condensed it to five days. Not only was time conserved, but also over \$7,000 in per diem and travel cost was saved as a result of Kent's class. Hats off to Kent Petersen for a job well done!

Above photo: From left--Kent Peterson, David Strickland, Hobart Martin, Lee Metcalfe and Dennis Livermore. Photo by Yukio "Mo" Mochizuki.

FAA RETIREES GET-TOGETHER

Six FAA retirees recently gathered at the home of Roberta and Joe Salyer in Escondido, Calif., to talk about the "good old days" and their lasting friendships. While reminiscing, they realized that they have a combined total of 187 years of Federal service--much of it with the FAA in Los Angeles.

Right photo: From left--Pat Manley, Roberta Salyer, Kay DeVilbiss, Anne Hopkins, Zelda Manley and Marian Baum. The Manleys reside in Federal Way, Wash., Kay in San Clemente, Anne in Rancho, Calif., and Marian in Grass Valley.



COMPUTER SCHEDULE SET

If Congress authorizes the necessary multi-year funding, FAA will begin deploying the new "host" computers in the air route traffic control centers in 1986, according to the schedule provided by the Administrator in recent testimony. The new computers would increase system capacity more than tenfold in comparison with the present IBM 9020s, as well as increase reliability and reduce energy consumption. The Administrator said the new computers would play "host" to the 9020 software until new software packages and sector suites are developed. These would be introduced in the field beginning in 1988. "I have deliberately planned a two-year period between the introduction of the new host computers and the introduction of the new software," the Administrator added. "The reason is that I know from personal experience that there would be risks if we exceeded our capability of absorbing innovations into the system. The two-year period will give us a chance to "shake out" the host computers--to eliminate any bugs they may have--before introducing the new software."

ICAO HAS OPENINGS

The International Civil Aviation Organization has two-year job openings in Dakar and Montreal. Needed in Dakar is a Manpower and Training Officer - French, with a gross salary of \$38,167 and a tax-free net of \$25,672 to \$27,612, (PC-3/82); in Montreal, a Language Officer - Interpreter/translator, Russian, with a gross salary of \$30,518 and a tax-free net of \$21,600 to \$23,104, (PC-6/82). Applications for both positions are due in API-19 by July 6. Information about duties, salary, qualifications, applications and benefits is available at personnel offices.

SPACE SHUTTLE PRESENTATION

The Rockwell International Company is providing a tour of their facility in Downey on July 13, 1982, at 7:30 p.m. A presentation will be made on the space shuttle with emphasis on launching and re-entry. The tour and presentation is a field trip organized by the Air Transport Group of the American Society of Civil Engineers. If you would like to attend or need more information, contact Royal Mink at 536-6231.

COMPUTER BASED INSTRUCTION WORKING OUT "BUGS"

Recently completed preliminary evaluations of Computer Based Instruction (CBI) at Airway Facilities locations indicate that CBI is an effective training tool, but problems with the interim system still exist. As it stands now, this system consists of six basic AF courses and CBI terminals at 30 sector offices. During this period of travel money restrictions, this system has provided training that otherwise would not have been available for FAA technicians. In addition, student reaction to the lessons presented visually on the touch-sensitive TV-like terminals has been good. However, the purpose of the interim system was to identify and solve problems, and to be sure, some problems have cropped up. There has been some dissatisfaction with the written portion of some courses, and at some locations, students are lined up to use the terminals, whereas other terminals are not being used to their full potential. These problems are currently being addressed by the FAA Academy, AAC-500; the Training Programs Division, APT-300; and the Airway Facilities Programs Division, AAF-100. A more extensive evaluation is planned before the full system goes into operation with new and improved equipment sometime late next year.

TOP GYMNAST OLYMPICS CONTENDER

Doreen Shew, daughter of Alfred Shew, Staff Electronics Engineer at Oakland Airway Facilities Sector, has returned from Milwaukee where she competed in the Class I National Junior Olympic Gymnastic Championship. The competing gymnasts were the top gymnasts who had not been eliminated through their State, Regional and Sectional Competition.

The meet was held over a three-day period with the first day devoted to compulsory competition; the second day to options; and the third and final day to the top 10 all around in each event. Doreen's total score has qualified her to compete in the Elite Class try-outs, which will be held in January 1983. The Elite Class is the highest level of gymnastics. The United States has about 60 Elite gymnasts and to join their rank is a great accomplishment. The 1984 U.S. Olympic gymnastics team will be selected from their ranks. The FAA family will be pulling for Doreen in her future competition. Congratulations to Doreen and her proud father!



SANTA BARBARA AIR TRAFFIC FACILITIES HAVE ACTIVE ROLE DURING PRESIDENTIAL VISITS

Have you ever wondered about FAA involvement during President Reagan's frequent visits to his ranch near Santa Barbara? Air Traffic facilities in Santa Barbara can tell you that it's not exactly "business as usual". Let's take a look at what went on during the President's last visit -- First of all, a few days prior to the President's arrival, a special White House interphone circuit was installed in the Tower/TRACON and the Flight Service Station (FSS). This phone circuit terminated at both the Washington White House and the Western White House near Santa Barbara. The phones in the facilities were removed from that circuit after the President departed the Western White House. The President arrived at Santa Barbara Airport on May 25 by helicopter from the Los

Angeles area. He was then transported by car to his ranch near Gaviota. Coastal stratus and fog prevented the aircraft from landing at the Western White House site near Gaviota VORTAC. Santa Barbara Tower/TRACON reopened after normal closing time to provide service to the presidential aircraft. Santa Barbara FSS assigned one specialist (Norine Kusumoto) specifically to taking local weather observations every 15 minutes for two hours prior to the President's arrival and communicating the weather observations to White House aides. As far as we know, our Santa Barbara air traffic facilities are probably the only ones in the system with direct interphone communications with both White House locations.

AGENCY LEASES

COMMUNICATION EQUIPMENT

The agency has contracted with two companies to lease electronic voice switching systems for selected airport control towers and flight service stations. The new integrated system will permit air traffic control specialists to use the same equipment for air-ground radio, interphone and intercom communications. It also will greatly speed the process of establishing communications by employing microprocessors and the latest solid-state technology. Denro Laboratories of Rockville, Md., is providing Type I Integrated Communications Switching Systems (ICSSs) for 53 smaller airport towers for a 10-year period at a cost of \$34 million. Litton Systems' American Division of College Park will supply higher capability Type 2 and 3 ICSSs for larger towers and flight service stations, respectively, over the same 10-year period for \$109 million. Both contracts include maintenance and cover switching equipment, microphones, as well as devices which allow equipment to be connected to telephone lines.

RETIREES

LUNCHEON - JULY 19

A Retiree's Luncheon will be held on Monday, July 19, 11:30 a.m., at the Kings X Restaurant, 6835 LaTijera, in Westchester, just off the San Diego Freeway at Centinela. Choice of Kings X cold plate or red snapper, \$7.00, including tax and tip, payable at the luncheon. Please make reservations and entree selection by July 14 by contacting Phil Guindon, 213/670-8124, or Fred Potter, 213/670-8769, 7222 Kentwood Avenue, Los Angeles, CA 90045. Let's hear from FAA and Credit Union retirees for this informal get-together.

ALL ARTS IIs DELIVERED

With FAA acceptance of the automated radar terminal system (ARTS II) at Bismark, N.D., in early June, the Burroughs Corp. completed delivery of all 84 systems ordered by the agency under contracts dating back to 1974. Of the 84 systems, 79 are in operation, four are still awaiting controller checkout and one is to be relocated. Earlier this year, FAA contracted with Burroughs to upgrade all of the ARTS II installations to include such features as conflict alert and minimum safe altitude warning. A "tracking" capability also will be added, which means the computer keeps a history of each transponder-equipped aircraft and predicts where it will be on the next antenna sweep.

ALASKAN COMMUNICATION SYSTEM BEING REPLACED

The agency is installing a new computerized communication system in the State of Alaska to upgrade and replace the old Service "A" and "B" low-speed circuits. The satellite system, which will handle the transmission of all weather and flight planning data within Alaska and between Alaska and the lower 48 states, is being supplied by Western Union. The new system will eliminate all low-speed, teletype lines and equipment currently in use in Alaska, including Service "C" and aviation weather circuits to extension users. (In the lower 48, some Service "A" has already been replaced with high-speed lines, the rest of Service "A" and all of Service "B" is scheduled to be upgraded in the mid 80s.) The new equipment in Alaska will consist of a TV-type display and a keyboard providing instant access to all information at the FAA National Communications Center (NATCOM) in Kansas City, Mo. It is scheduled to be fully operational by the end of July.