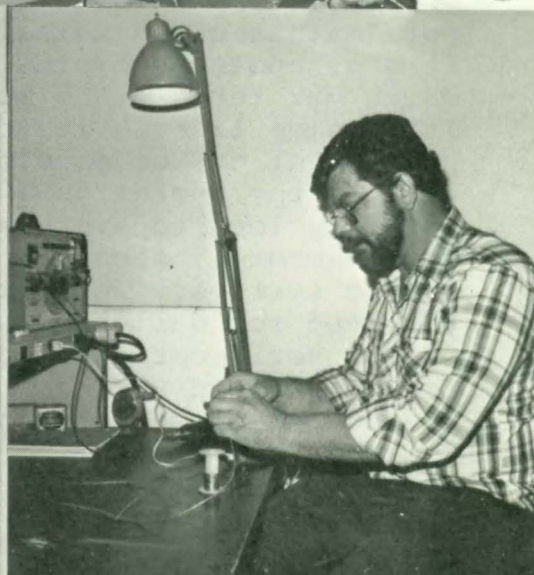
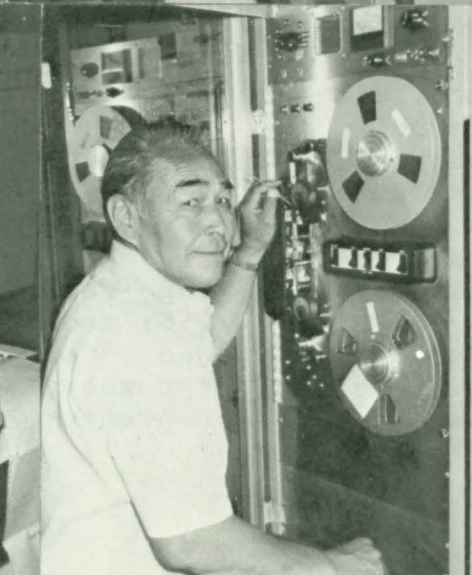
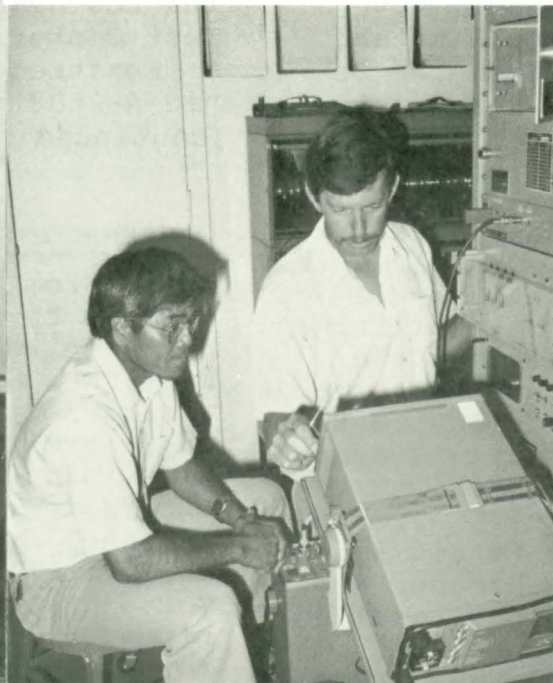




US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

Spotlight on Lancaster Sector



Cover Story

Many descriptions of the FAA deal with the "gee whiz" aspects of safety, traffic count, numbers of navigation aids, computers and so on. There is no doubt that each of these subjects is fascinating and important. The fact is, however, that the overall operation must be viewed as a system whose driving force is the people who make it work. The people involved in Lancaster are the major reason why the sector received the General National Airspace System Sector of the Year Award in Western Region for FY-81.

Personnel of every field office have to some extent been involved in various projects. Both the sector and F&E people have been developing, installing and maintaining systems from the Pacific Ocean at Santa Barbara to Halloran Springs to the East, and from Big Pines to the South to as far North as Lone Pine.

We of the Lancaster Sector were among the first to be involved in the new field of Remote Maintenance Monitoring, (RMM) utilizing a test system installed at the Santa Barbara RCAG and monitored at the Los Angeles ARTCC. While this system was not entirely satisfactory and was never considered reliable enough to justify a reduction in site visits, it did set the stage for a much broader application of RMM now being installed in the R-2508 radar complex.

Let's keep in mind that RMM will not "maintain" anything. In truth, it adds another complex system which our technicians must maintain. It's value lies in its capacity to present at one or more central locations the operational status of remotely located systems including environmental, security and electronic systems. This will obviate the need for daily and weekly in-person verification of operational parameters and RMM may thus be viewed as a powerful management

tool enabling technical expertise to be directed to where it is most needed. This is expected to result in significant savings in travel time and effort.

We are deeply involved in helping bring to life the '80's Concept. With the fruition of the R-2508 Project, Lancaster AT and AF personnel are the proud owners and operators of the world's one and only Mosaicing and Tracking Direct Access Radar Channel (MT-DARC) -- never mind that the title seems to make little sense. Programs for this unique system were developed and written by the staff of System Performance Specialists in the Edwards RAPCON Field Office Automation Section. Developmental and debugging assistance has been provided by personnel and systems at the Los Angeles ARTCC and the FAA Test Center in Atlantic City.

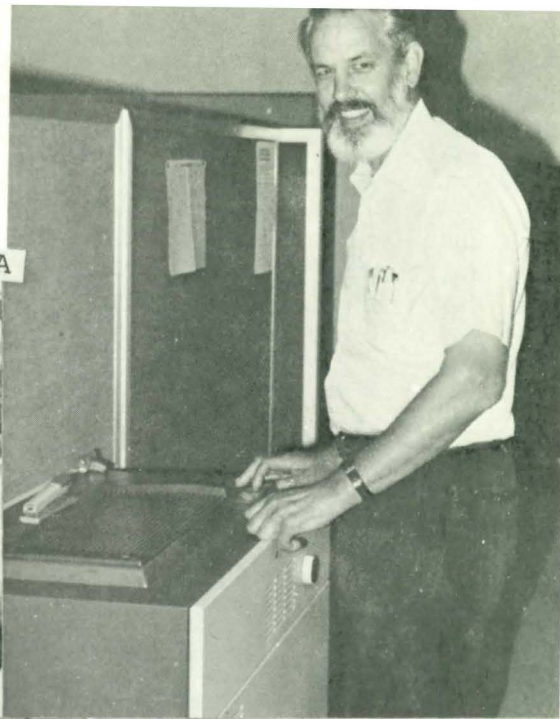
Features and capabilities of the new R-2508 systems are new and to (continued on page 4)

COVER PHOTO:

Top: From left--Randall Rader, Edwards Environmental Field Office, puts finishing touches on equipment; Max Higa and Steve Mason, Oxnard Sector Field Office, discuss an intermittent problem on the television microwave link system at Oxnard Tower (not shown are Lawrence Cramer, Julia Myers and supervisor James Hussong); and Gordon Fraser, Santa Barbara Environmental Field Office, prepares for a day's job at Santa Maria. Not shown are Thomas Linebaugh, Paul Bestenheider and supervisor Russell Crooks.

Bottom: From left--John Hopkins, Edwards Automation Field Office, reviews Mt. DARC computer data; Roy Bailey, Santa Barbara Nav/Comm Field Office, cleans 10 channel tape recorder at the Santa Barbara FSS; and Frank Kryda of Edwards Radar/Comm Field Office F&E makes necessary repairs. Photos by Lancaster AF Sector personnel.

MEET THE LANCASTER SECTOR OFFICE STAFF

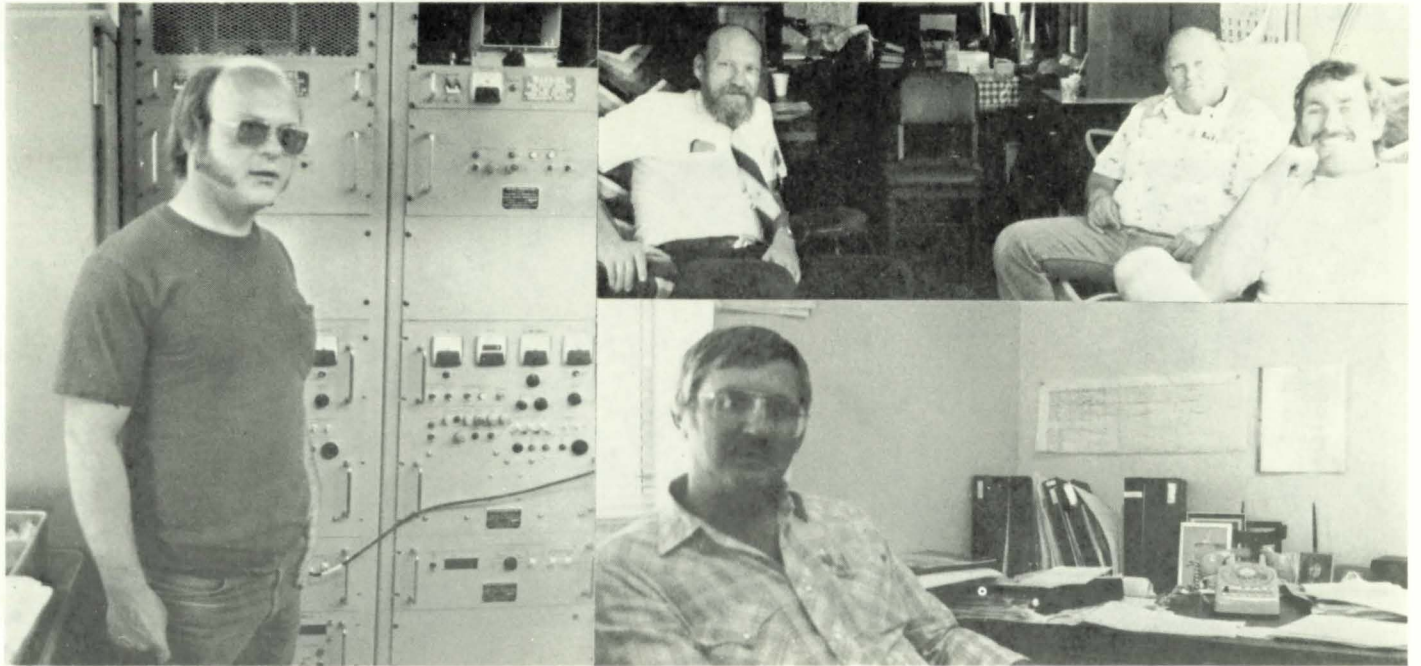


Serving the Lancaster Airway Facilities Sector Office are:
 A--From left--Technical Support Unit personnel Hobart Martin (Nav TID); John Bowman, supervisor; David Strickland (Nav/Comm TID); Kenneth Frengs (R/A TID); Chet Isgar (Env. TID); and James Delaini (Nav/Comm Training Relief) (far right). Not shown is Technician Charles Wallace, Radar/Automation Technician-In-Depth (TID).

B--Delores Turner (left), Logistics Supervisor, and Lynette Gorospe, working on logistics problems.

C--Don Isaacs (left), Sector Manager, and Gene Daniel, Assistant Sector Manager, plan the activities for the week.

D--Jo Wilkerson, Administrative Officer, prepares training input for the regional Office.



RIDGECREST RADAR FIELD OFFICE: Steve Nore (left) completes checks on ATCRB system. Top right: Otis Tindell (left), supervisor for Ridgecrest West, discusses installation progress with Robert McLain, F&E crew chief (middle) and Tom Yundt, F&E resident engineer. Bottom right: Jack Womack, supervisor of Ridgecrest East. Other technicians not photographed are: Frederick Hilton, Don Royal, John Beck, James Purves, John LaFontaine, Michael Semingson and Vince Guardione.



BARSTOW SECTOR FIELD OFFICE:

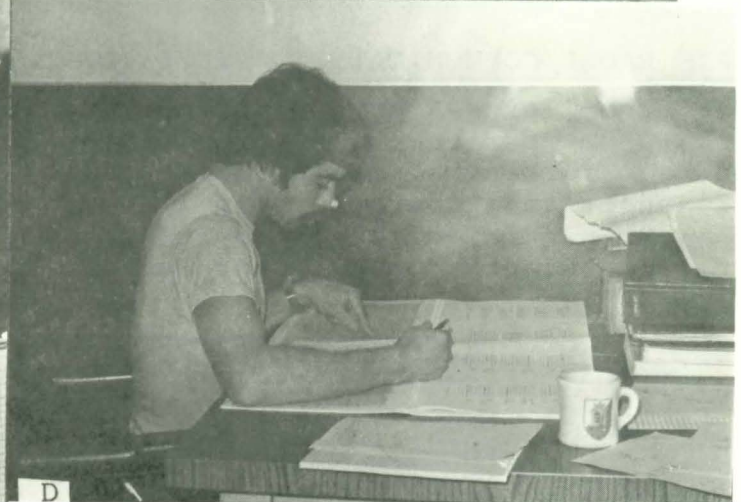
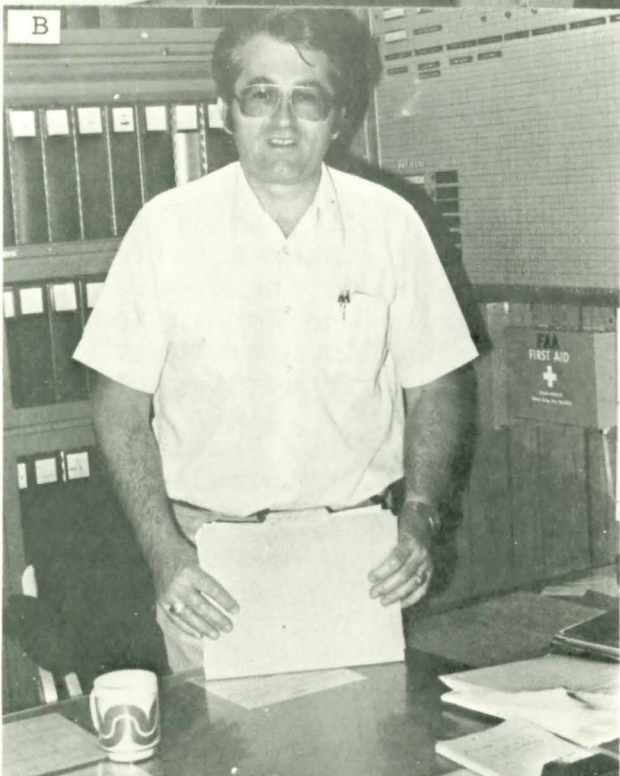
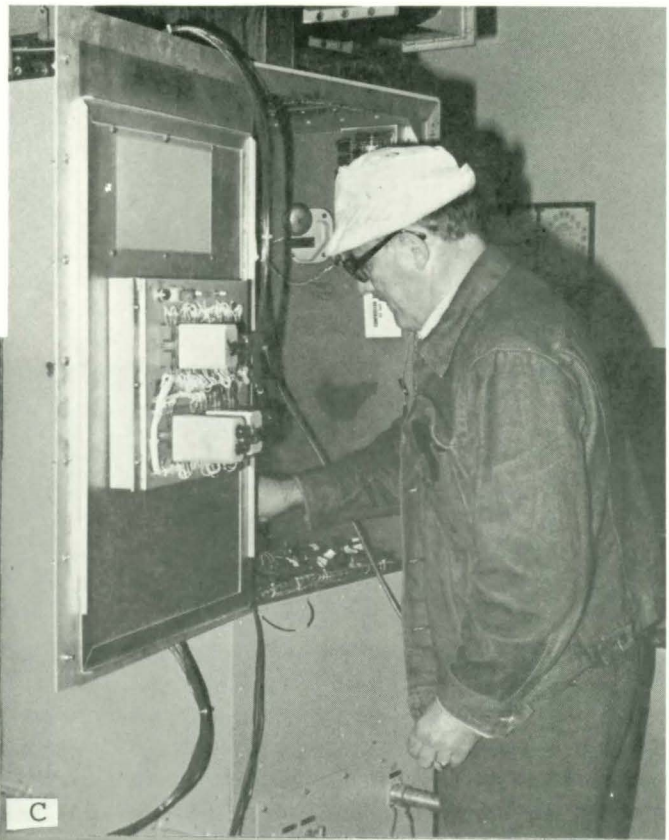
Margaret Miller (right) and her supervisor Henry Bolton remove a transmitter. Other technicians from this office not photographed are: Gerald Lobien Lucien Lee, Hilary McDonald, Willard Griffin, Hartley McSwain, Beverly Nash and Richard Zamora.

COVER STORY (continued)

our knowledge have never before existed to this depth and complexity. Data from as many as eight Gap Filler (short range) radars and three long range radars can be displayed on one radar indicator. Gap Filler radars will be remotely monitored and controlled from a central location at the Edwards Air Traffic Control Facility and remote communications equipment can be automatically programmed according to the multi-mission requirements of the R-2508 Complex.

These new radar and communications systems in the Complex will supply data and support to the Navy Mission Control Facility at the China Lake, California Weapons Test Range; to the Mission Control Center and the Air Force Flight Test Center on Edwards Air Force Base; to the Air Force mission on George AFB and to the Army at Fort Irwin as well as to civil traffic in the area. In this week's INTERCOM, we will take a look at some of the Sector and Regional people who make things happen.

BORON SECTOR
FIELD OFFICE



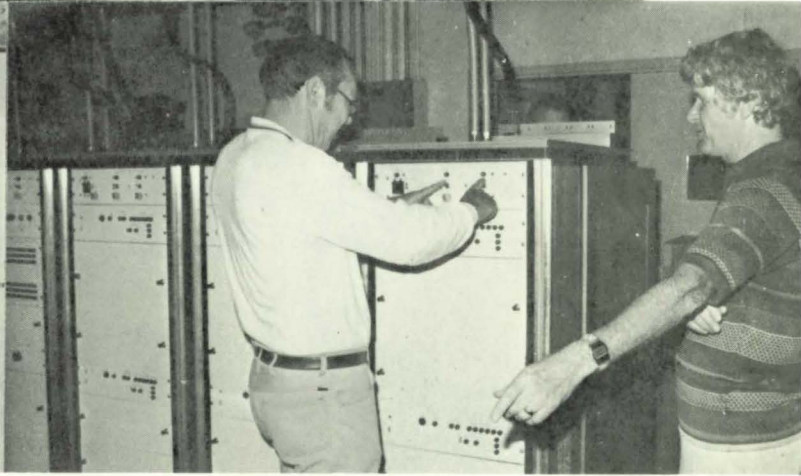
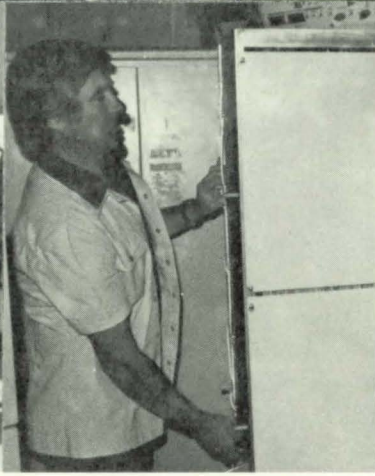
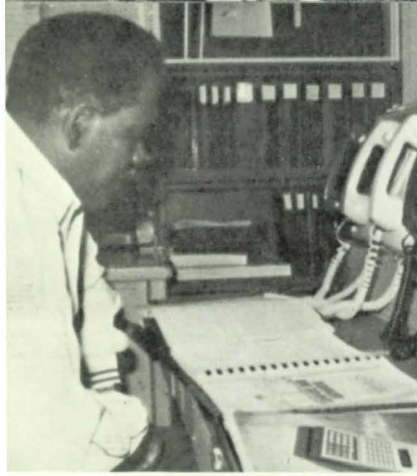
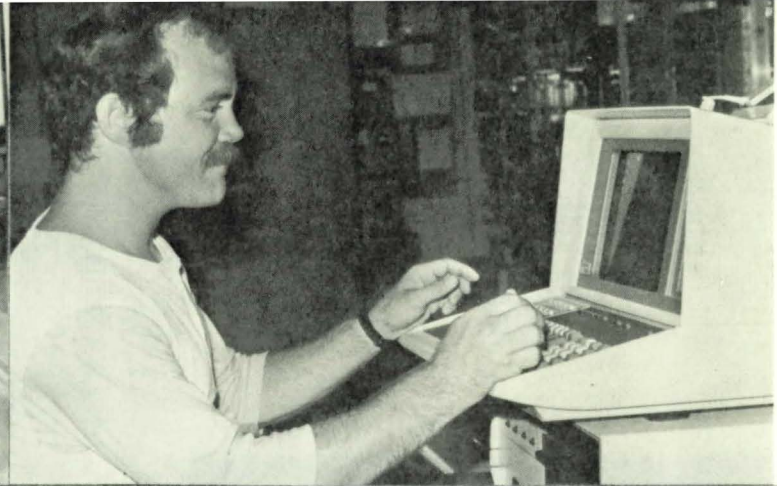
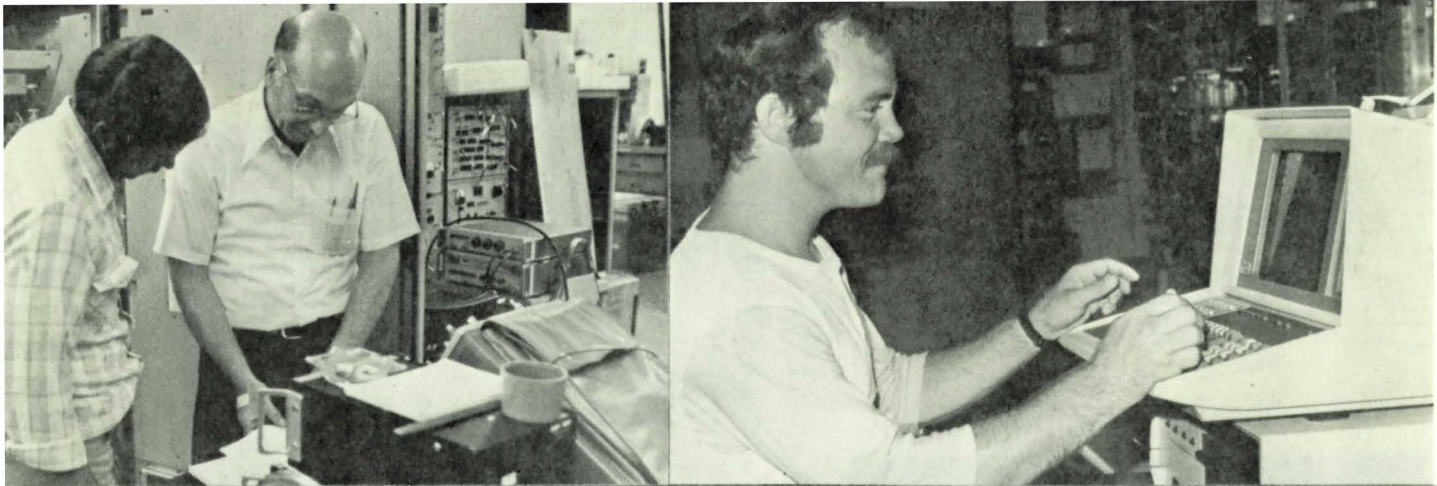
Some of the technicians at the Boron AF Sector Field Office are:

A--Robert Reed (left) and Ronald Bloom discuss Common Digitizer periodic maintenance.

B--Supervisor Richard Harrington completes unit monthly review.

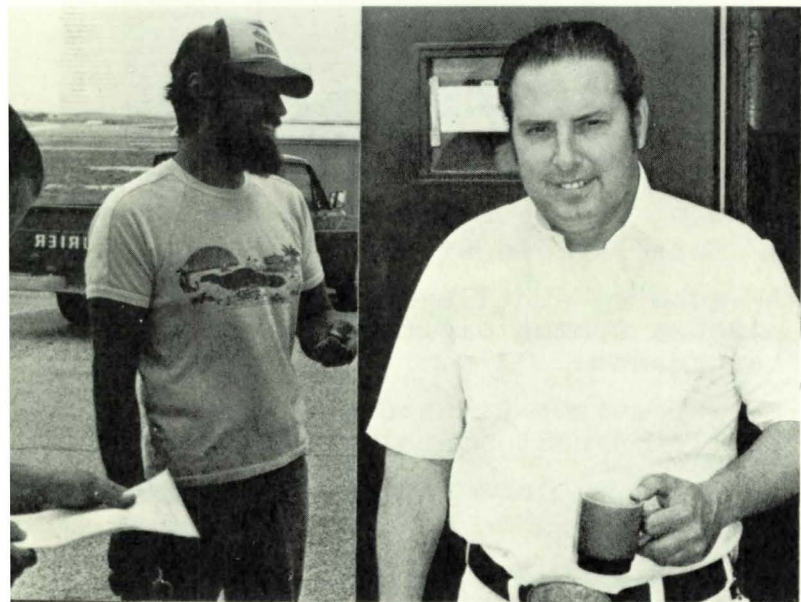
C--Charles Olexa working on a radar system.

D--Donald Holton prepares to take performance examination.
Not photographed is technician James Williams.



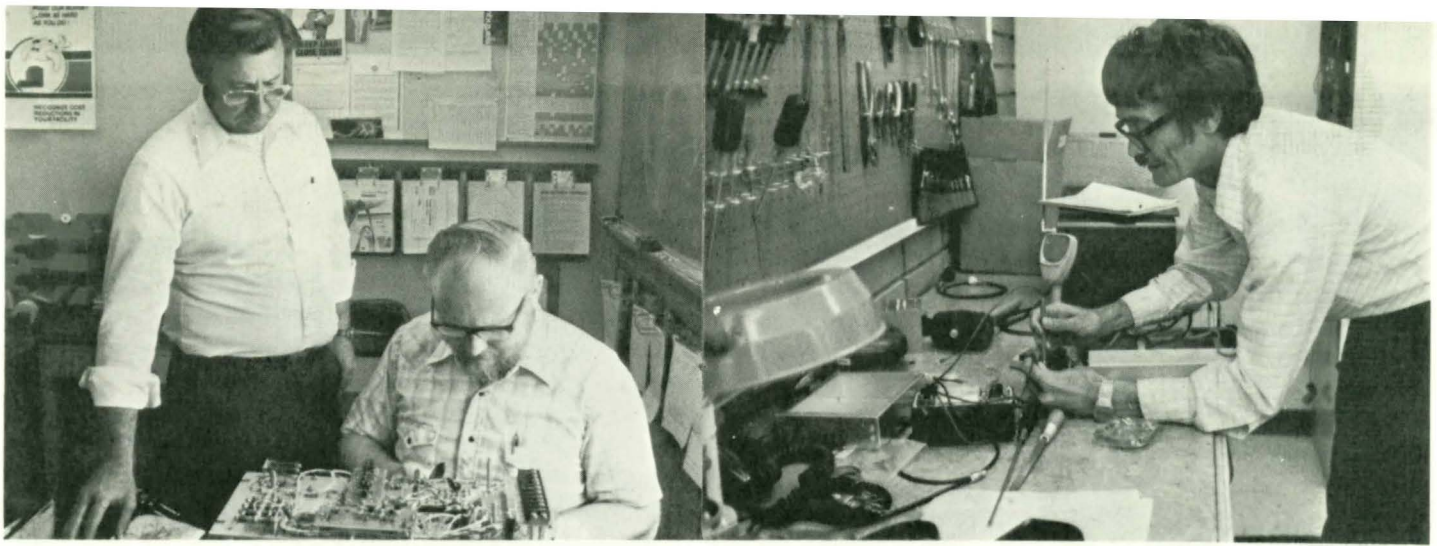
EDWARDS RADAR/COMMUNICATIONS FIELD OFFICE:

Above: From left--Roy Townsend and Harold Gelfman working on ASR-8 system; Victor Turner performing Remote Maintenance Monitoring Analysis from ASR-8; Allie Cage working at communication desk; Dwayne Jones finishing CD periodic maintenance; and Robert Fordham developing expertise on Mt. DARC computer from Al McHugh (right). Other technicians not photographed are: Gerald Crist, Ted Lujan and supervisor Jack Huffman.



EDWARDS ENVIRONMENTAL
FIELD OFFICE:

Ken Doty (left), Environmental Supervisor, takes a coffee break outside the engine generator room at Edwards; and Dennis Kostorowski finishes a discussion with his supervisor. Other technicians not shown are: Simon Nasario (Barstow), Ambus Frazier (Lancaster), Kris Nelson (Ridgecrest) and Nelson Smith (Edwards).



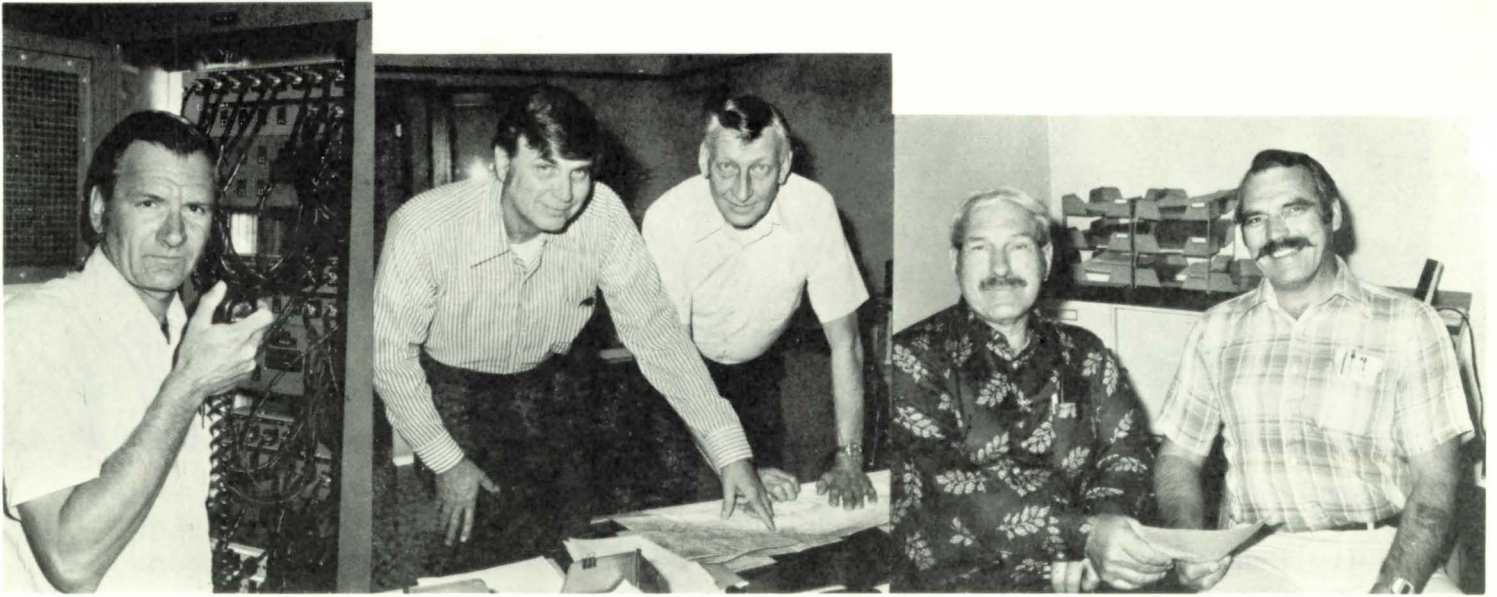
LANCASTER SECTOR FIELD OFFICE: John Marley (left), supervisor, watches as William Quinlan completed overhaul on DARC equipment. At the right is Louie Hamilton who is bench-checking equipment. Other technicians not photographed are: George Foehl and Dale Givens.



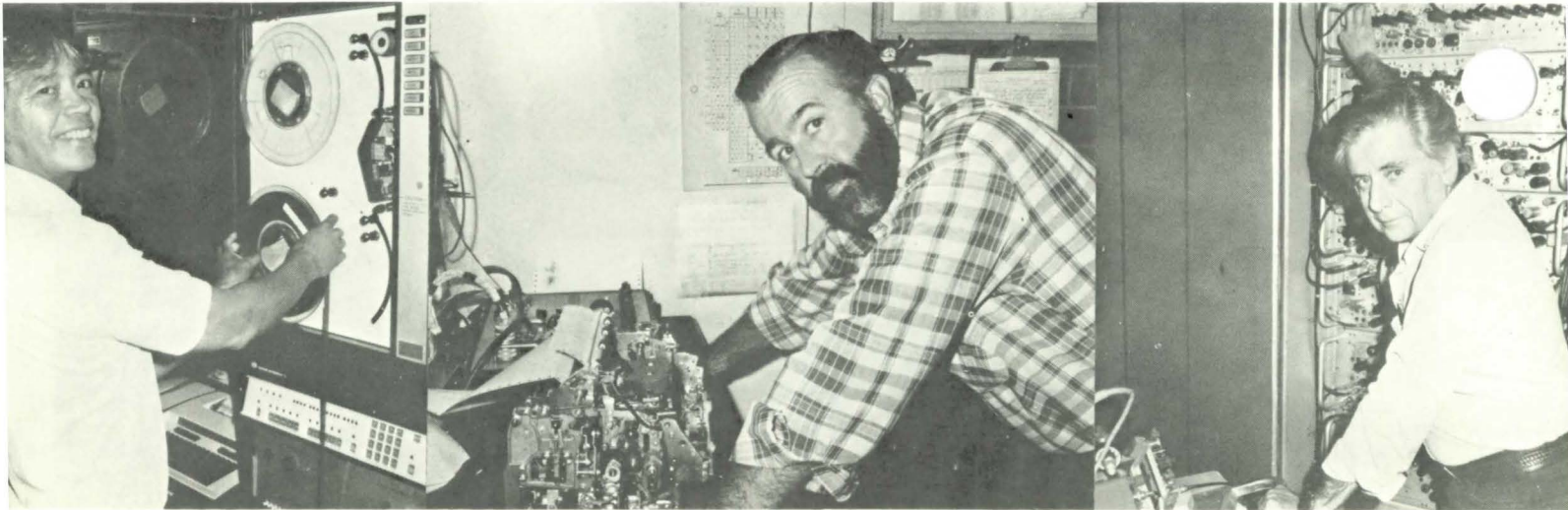
EDWARDS AUTOMATION FIELD OFFICE:

Top: From left--Alfred McHugh, field office supervisor, reviews outage data; Leslie Strehlau in the process of developing a computer trend analysis program; and Donald Farley, updating technical data.

Below: Lonnie Frelyer (left) monitors display for any operational software problems, and Terry Story makes equipment repairs. Other technicians not shown are: William Slaton, Phillip Stange, Ranald Brady, Joseph Diggle, George Glenzer, William Reimer and Kennard Pilkington.



SANTA BARBARA NAV/COMM FIELD OFFICE: From left--John Vaegele checking communication equipment; AF Technician Frank Hea'n discusses with FSS Air Traffic Specialist Arnold Schumacher the range of transmitter capabilities; and James Huteson discusses ILS problems with supervisor Robert Terrel (far right). Other technicians not shown are: Earl Johnson, Richard Larson and Charles Mullikin.



SANTA BARBARA RADAR FIELD OFFICE: From left--Juan Taisague, supervisor, loads diagnostics program on ARTS-II; Richard Jenkins works on FDEP equipment; and Larry Ackerman adjusts ASR-4 equipment. Other technician not shown is Charles Greiner.

THIS CONCLUDES THE LANCASTER AIRWAY FACILITIES SECTOR STORY:

Hats off to the Sector personnel who did all of the photography and did such an outstanding job of identifying who they were and what they do.

THE NEWS IN BRIEF

● The agency's newest air traffic control tower was commissioned in Bethel, Alaska, on Jan. 16. The structure is 60 feet high and is topped by a 250-square-foot tower cab. Charles Hallett manages a staff of four at the facility which currently is open for business eight hours a day, seven days a week. It is expected to go to a 16-hour a day operation on May 1.

● The agency wants to revise the equipment standards for oxygen dispensing units to permit pilots and passengers of small aircraft to use "nasal cannulas" instead of oxygen masks. Nasal cannulas are small, light-weight breathing devices--similar to those used in hospitals--which fit into the nose, providing increased comfort and easy communication for the wearer. FAA's Notice of Proposed Rule Making stipulates that the nasal device would be approved only for operations below 18,000 feet. The comment deadline is Feb. 16.

Three AFSS Sites Picked

Add McAlester, Okla.; Kankakee, Ill., and Reno, Nev., to the list of automated flight service station sites. The Southwest Region announced recently that it will award a lease contract to the city of McAlester for construction of a building to house the AFSS that eventually will serve the entire state of Oklahoma.

At about the same time the Great Lakes Region announced that a new station at Kankakee, to be financed and constructed by the Kankakee Valley Airport Authority, will serve general aviation pilots in the northern half of Illinois.

On the heels of these two announcements came one from the Western/Pacific Region indicating that Reno will be the site of an AFSS, which after a mid-1984 commissioning will be staffed by about 70 employees.

With the addition of these three, the agency now has settled on 14 of the 61 AFSS locations. The McAlester facility's building occupancy date is scheduled for early 1985 and the Kankakee station later the same year.

WELCOME ABOARD

Please extend great welcome to our two new supervisors: Joe Parker from Santa Rosa Tower and Lavern "Penny" Evans from Chino Tower. Joe arrived last July and his stay in Ontario will not be a lonely one. He was accompanied by his wife Sharon, sons Tom and Joe, daughters Varneen and Joni, granddaughters Brandy, Marie and Melony, and grandsons Shane and Jerimiah. Penny joined us in November 1982. Prior to arriving at Ontario, Penny attended the Management Training School at Lawton, Oklahoma. She resides at Claremont, California with her two sons, Darrick and Parrish. Welcome Joe and Penny.



NAR RECOMMENDATIONS

MAKE STEADY PROGRESS

The schedule for the National Airspace Review (NAR) is being compressed from the original 42 months to 36 months to scheduled completion by the end of 1984. The change was requested and approved by the third NAR Executive Committee (EXCOM) meeting in Washington on Jan 25.

Deputy Administrator Mike Fenello, who serves as the EXCOM chairman, said the change reflects the high priority given the project and the determination to see the work completed in what normally would be a four-year term of office.

During the meeting, 94 recommendations for improvements to the National Airspace System were received from various task groups that have been working in such areas as temporary special use airspace; terminal radar service areas; control zones, airport traffic areas and transition areas; random routes; and radio frequency charts.

These recommendations now will be forwarded to the Administrator for his review and assignment to appropriate offices for action. Work already is underway on 151 recommendations previously cleared by the EXCOM, and eight of these now have been implemented while another 14 are scheduled to become effective later this year or early in 1984.

Among those already implemented is an agreement between FAA and the Canadian Air Transport Administration that establishes international notification procedures to be used by the two countries when there is a change in the status of the airspace system that affects the operation of air traffic in the vicinity of the common border. Other NAR recommendations that have been implemented include four that pertain to VFR charting. These involve eliminating excessive printing that causes chart clutter and displaying hang glider areas on the charts.

Members of the EXCOM include representatives from the Department of Defense, the Air Transport Association of America, the Regional Airline Association, the National Business Aircraft Association, Inc., the Experimental Aircraft Association, Inc., the Helicopter Association International, the Aircraft Owners and Pilots Association and the Office of Flight Operations.

MSPB More Than Half Done

The Merit System Protection Board now has handed down initial decision in more than half of the appeals that were filed by dismissed controllers following the August 1981 illegal strike. MSPB officials had ruled on 5,567 of the 10,912 appeals originally filed. Removal actions were upheld in 5,216 cases and reversed in 154. The agency is seeking review in only 30 of the 154 cases. Dismissed controllers have filed petitions for review with the Board in 631 cases.

MOFFETT APPROACH

CONTROL REUNION

Save the date of May 21, 1983. A reunion is planned for all FAA/ Navy personnel to be held in the San Jose area; there will be more information later. Contact the Managers of Livermore, Hayward or Fresno Towers for details.

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 black and white photographs should be sent to Barbara Abels, Editor, AWP-5, 213/536-6431 or FTS 966-6431.



Administrator Bestows EEO Awards

raising them as committed individuals "who have taken that extra step," the Administrator bestowed the agency's highest honor for achievement in EEO to ten FAA employees at a Jan. 28 awards ceremony at Washington headquarters. The Administrator also exhorted the participating in the ceremony "to let others know that EEO is not just a function, but a program that is here to stay and we're going to implement it completely and make it grow." Participating in the ceremony are (from left) Nathaniel Mosby, ASO; Wesley W. Walker, AGL; Edward J. Harris, Jr., AWP; Jerry Lone, AWP; Alma L. Poole, ACE; the Administrator; Lenore Vanacore, AEA; Joe. A. P. Alvarez, AWP; James W. Lehman, ANM; George B. Woodbury, Jr., AAL; and David Robinson, AEA.

Dole Sworn in Lewis Reminisces

Elizabeth Hanford Dole was scheduled to be sworn in as the eighth Secretary of Transportation on Feb. 7. On Feb. 1 she won Senate confirmation by a unanimous vote of 97 to 0. Immediately before her appointment to DOT, she was the resident's Assistant for Public Liaison. She is a Phi Beta Kappa graduate of Duke University and has master's degrees in both education and law from Harvard.

Mrs. Dole succeeds Drew Lewis who is returning to private industry. At the recent budget briefing he was asked his greatest achievement as DOT secretary and his greatest disappointment. He said his most satisfying achievement was getting the pay bill for controllers and technicians passed. As for diappointments, he said he was sorry DOT/FAA wasn't able to work out an arrangement that would have permitted FAA to rehire fired controllers on a selective basis.

Retirement Proposals Sent to Congress

The Reagan Administration has proposed some major changes in the retirement system for Federal employees. Included in the President's FY 1984 budget, the proposals, which still must be considered by Congress, would increase the length of service required for retirement with full benefits, raise employee contributions to the retirement fund and change the procedures for computing annuities.

Specifically, the Administration wants Federal employees to work to age 65 to get full benefits or have their annuity reduced by five percent for every year under 65. Employees now can retire at 55 after 30 years service with no reduction in annuity. The change would be phased in over a 10 year period to lessen the impact on those nearing the present retirement age. Also, those 55 at the time of enactment would be grandfathered.

Employees would have to contribute a larger percentage of their salaries to the retirement fund. It would go from seven to nine to eleven percent over the next two years. Annuities would be computed on the highest five-year salary average rather than the current high-three average. Employees within three years of retirement eligibility would not be affected by this particular change.

FAA's Office of Personnel and Training emphasizes that the proposed changes in the retirement system still are only proposals and require Congressional action to become law. Congress has the option to approve, disapprove or modify any or all of these proposals in acting on the 1984 budget.

Weather Coordinator Named

The Administrator has named a top-level FAA official to coordinate the agency's weather programs. He is Neal Blake, who, as part of his job as Acting Deputy Associate Administrator for Engineering, will oversee the newly established FAA Weather Coordination Program Office which has been set up under the auspices of a steering committee made up of ADL-1, AAT-1 and AVS-1. This office was established in response to a recommendation by the House Science and Technology Subcommittee on Transportation, Aviation and Materials. In a letter to the subcommittee's chairman, Dan Glickman, the Administrator said that Blake's appointment would ensure that FAA has "one well-coordinated and managed aviation weather program." Besides serving as a focal point for weather programs within FAA, the new office will coordinate agency activities with the National Weather Service, the Department of Defense and the user community.

Field Experts Sent to Hq.

Five engineers and technicians from the field have volunteered for 120-day details at Washington headquarters. They have been assigned to the Navigation Division in the Program Engineering and Maintenance Service and will work on the procurement of replacement non-directional beacons and direction finding equipment.

The shift of personnel will help the headquarters staff meet its deadline for these programs and also provide field input in shaping the final procurement package. The volunteers and their regions are: Chuck Blanchard, ANW; Mat Mirko, AWP; Mat Simmons, ACE; and Zenonas Merachis and Bob Miehle, both of AGL.