



US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



**RADAR
COMES
TO
STOCKTON**

COVER STORY...

Last fall, a pre-commissioning ceremony was held at Stockton Metroport to celebrate the start of radar services for Stockton Approach Control. The ceremony was attended by several local dignitaries including the San Joaquin County Board of Supervisors, a representative of Congressman Shumway's Office and representatives of several local mayors.

Publicity for the event included coverage by all three local television stations, Channels 13, 10 and 3, the Stockton Record, Manteca News and the Modesto Bee newspapers. Television coverage was presented on all three channels on the 6 p.m. and 11 p.m. news segments. Newspaper coverage was front page news in Stockton.

Radio interview spots with Air Traffic Manager Derald Vanderpool were run several times during the day of the commissioning by KUOP, the University of the Pacific radio station, as well as three other local stations, KWIG, KJOY and KTRB. Nearly 50 people attended, representing, in addition to those already listed, a cross-section of the users and the airport family. The ceremony was opened with a presentation by the facility manager, who then introduced the Stockton Airport Manager who was very complimentary to the facility and its management. While tours of the radar room were being conducted by Miriam Clark, Supervisory Air Traffic Control Specialist, and Jon-Paul Ammirata, Evaluation Proficiency Development Specialist, Airway Facilities Sector Technicians Mike Lewis and Rick Radford were giving tours of the radar equipment room. Coffee and cake was served by the facility manager's wife, Carolyn Vanderpool and Facility Secretary Virginia Stewart.

Special thanks go to the Airport Fire/Security Department for allowing the use of the fire station equipment bay for the presentation, and the use of their kitchen facilities for the serving of the cake and coffee.

Of special interest at the ceremony was the attendance of three of the original Tower crew that opened the first control tower in 1957: Carl Estep, Chief; and Controllers Don Bowles and "Curley" Starnes, who have all since retired, the latest being Don Bowles who left Stockton Tower in 1982.

They are now a full Radar Approach Control at Stockton after 25 years of air traffic control services.

Cover photo: Top--Inside Stockton Tower, from left--Controllers Dale Calvert, Bob Henry (supervisor) Dave Habecker and Jim Swanson. In the background "Curley" Starnes and Carl Estep. Below--Inside the Stockton Equipment Room, Airway Facilities Technician Mike Lewis gives a briefing to Supervisor Yoshikawa, chairman, and members of the San Joaquin County Board of Supervisors.

Cover photo by Henry Bertuleit, Stockton Airway Facilities Sector Field Office Manager.

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Radar
Jones
To
Stockton



On hand at the pre-commissioning ceremony of the start of radar services at Stockton Approach Control were:

Top: Three of the original Stockton Tower Crew in 1957--from left--"Curly" Starnes, Don Bowles and Chief Carl Estep.

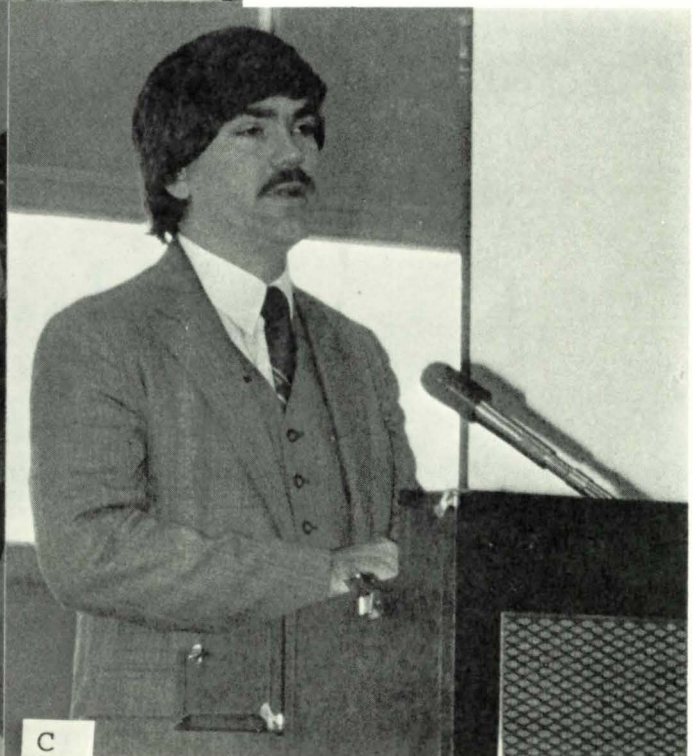
Middle: Radar Sector Technicians, from left--Ron Webb, Mike Lewis, Mike Black, Rick Radford and Manager Darwin Aldous.

Below: Stockton Air Traffic Facility Manager Derald Vanderpool addresses the crowd who attended the ceremony.

Photos by Henry Bertuleit, Stockton Airway Facilities Sector Field Office Manager.



More
Stockton
Radar



A--Jon-Paul Ammirata, Evaluation and Proficiency Development Specialist at Stockton TRACON, escorts members of the media on a tour of the facility.

B--Preparing to serve cake and coffee to the many guests at the pre-commissioning ceremony are Facility Secretary Virginia Stewart (left) and Supervisory Air Traffic Control Specialist Miriam Clark.

C--George F. "Jeff" Condry, manager of Stockton Metroport, who had some compliments to pay the facility and its manager.

Photos by Henry Bertuleit.

AVIATION EDUCATION

ACTION - -

Los Angeles Airway Facilities Sector (AFS) and Los Angeles Terminal Radar Approach Control (TRACON) recently participated in "Career Expo 82". Jim Lougheed and Yukio "Mo" Mochizuki of the Los Angeles AFS and Jerry Johnston of the Los Angeles TRACON represented the FAA at the El Camino College annual career day in Torrance, California where Los Angeles AFS has been participating annually in this event for over four years. "Career Expo 82" carried themes of "Management" and "Government". Many scores of students were interviewed, the FAA video presentation of the National Airspace System Plan Briefing was shown, and hundreds of aviation education brochures were distributed. Jerry Johnston initiated the processing of several employment applications for air traffic controllers and Jim Lougheed and "Mo" Mochizuki briefed students on other FAA opportunities and their prerequisites. Daily local FAA activities were also photographically displayed.

Top right: Jim Lougheed, Assistant Los Angeles AFS Manager (left) briefs students on possible career opportunities. Jerry Johnston (center) Los Angeles TRACON.

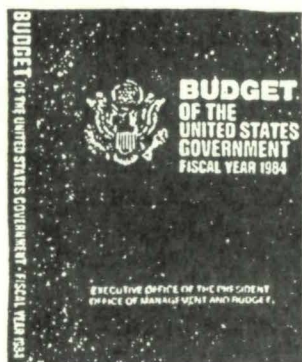
Middle: Jim Lougheed (right) and Jerry Johnston brief students.

Below: Jerry Johnston (right) explains a brochure to an interested student. Jim Lougheed (center).

Photos by: Yukio "Mo" Mochizuki



NAS Plan Boosted In FY 1984 Budget



The Administration has asked the Congress for \$5 billion to finance FAA operation and fund various aviation improvement programs during fiscal year 1984. The request is \$850 million more than the FY 1983

figure with approximately two thirds financed through aviation user fees.

Included in the budget request is a substantial increase in facilities and equipment (F&E) money to fund the second year of a multiyear program to modernize and upgrade the air traffic control and air navigation system.

The F&E appropriation would jump to \$1 billion from the \$625 million level in FY 1983. The money would be used to finance such new programs as the Center Weather Processors and the Integrated Communications Switching System as well as continue ongoing

efforts like flight service station modernization, microwave landing system and Mode S.

The Research, Engineering, and Development appropriation also would increase dramatically, from \$103 million to \$286 million with a large portion going for the development of advanced automation systems. Funds also are targeted for improved weather and communication services and continued work in the collision avoidance area.

As usual, the largest single element in the budget--\$2.7 billion--is for 11 operations, which is the money used to pay most salaries and meet other overhead costs. Another \$700 million is requested for the Airport Improvement Program with an additional \$50 million targeted for operation and improvement of the two Washington, D.C., airports.

The Congress will begin its consideration of the agency's FY 1984 budget request the first week in April with hearings before the House Appropriations Subcommittee on Transportation.



SPECIAL ACHIEVEMENT AWARDS

Reno Sector Manager, Dean DeShazo (left) presenting Special Achievement Awards to BOB SANDS and WAYNE STOKELY, Radar Technicians at the Reno Radar/Communications Unit. In addition to doing outstanding work on his normal assigned duties, Bob solved a difficult intermittent problem on the ASR-8 and he replaced the BRITE II system with a BRITE IV, resulting in a much needed improvement in system reliability. Wayne received his SAA for his outstanding work on normal assigned duties and he solved a difficult problem with the remote E/G control system. Wayne also engineered much needed changes to the ATCT communications system.

Human
Relations
AT
Arizona



A



B

More than 300 FAAers (active, retired and families) attended the First Annual FAA Picnic in the "Valley of the Sun" at the Pera Club in Tempe, Ariz. last fall. The event, which was long overdue, became a reality and was enjoyed by all in an atmosphere of fun and relaxation. A visible spirit of camaraderie prevailed, marking perhaps the first opportunity for many to become really acquainted. Various outdoor sport activities and contests were held, coupled with a continuous barbecue, cold refreshments and a late afternoon potluck brunch. The event proved highly successful and immediately resulted in the formulation of plans for the 2nd annual picnic, hopefully in April, and has signalled the start of an annual affair for years to come.

A--Picnic Chairmen Ken Carr, Phoenix Tower/TRACON, and Archie Milhollon man "Big Bird".

B--Loren Kirkeeng, Air Traffic Manager, Phoenix Tower/TRACON (center) takes some pointers from Deanna Parker on how to pitch horse-shoes. She beat him too!

C--Jim Hudman, Planning and Procedures Specialist, Phoenix TRACON, and Leslie Syens supervise the children's sack race.



C

LOGISTICS REPLIES TO TRAINING'S CHALLENGE

In reply to a recent Intercom item from the Training Branch, the Logistics Division congratulates Bea Heil and Dick Peterson of the Training Branch on having received their 30-year pins, but since they have issued a challenge as to total service for seven employees, the Materiel Management Branch totaled up the service for seven of its most active employees and came up with 260 years.

BAY AREA AIR TRAFFIC CONTROLLERS RECEIVE HIGHER TRAINING

The Federal Aviation Administration is continuing to provide career training in its effort to strengthen the Air Traffic system. Six employees of the FAA's Flight Service Station in Oakland have just completed a three-day seminar designed to increase their effectiveness in training new Controllers. This course, being presented by the Facility Training Specialist Chris Weber, is geared to enhance the Instructors' capabilities in "hands-on" situations. The new employee is assigned to one of these Instructors for on-the-job training. As this is the most critical part of the process, the Specialist Instructor must be well prepared for any situation that arises. In this class were Charles Campbell of Vallejo, Cyril Carpenter of Oakland, Charles Hutchings of Pinole, James Mead of Alameda, Danny Poletto of Hayward, and Clifford Truelson of San Leandro. Other Flight Service Stations and Control Towers in the Bay Area and Northern California have been included in the Program and are sending their students to the Oakland facility for the additional training.

LOGISTICS DIVISION AWARDS

Congratulations to the following who recently received Letters of Appreciation: AL ARNOLD, Contracting and Acquisition Management Branch, from Acting Manager, Maintenance Operations Branch, Airway Facilities Division; JOAN ZUBARIK and MARY ANN PRESSON, Real Estate and Utilities Branch, from Acting Manager, Air Traffic Division; ELIZABETH ROLLINS, Real Estate and Utilities Branch, and SHARON OWEN, Contracting and Acquisition Management Branch, from Regional Director, H. C. McClure; CATHY BEAM, Materiel Management Branch, from Regional Director, H. C. McClure; CHARLENE HARAKI, Honolulu Field Office, from Dorothy Gragg, Manager, Contracting and Acquisition Management Branch; DAVE HOUSER, Real Estate and Utilities Branch, from Acting Manager, Flight Standards DivisionCYPRIANO CALIO, Honolulu Field Unit of the Honolulu Field Office received his 35-year career service emblem.

New Certification Code Adopted for Helicopters

The Rotocraft Regulatory Review Program is already paying off and as a result the agency has adopted new airworthiness standards for the certification of newly designed helicopters. Foremost among these is a requirement that any multi-engine helicopter that carries 10 or more passengers must be capable of continued safe flight if one engine fails during climb, cruise or descent.

Other changes deal with certification for Instrument Flight Rules (IFR) operations and for flight in icing conditions as well as the relaxation of existing "height-velocity" requirements for 'copters carrying less than 10 passengers. This change is intended to increase the flexibility of helicopter use, as in rescue operations.

RETIREMENT INFORMATION FOR ALL EMPLOYEES

The following article from Ted Stevens, U.S. Senator for Alaska, explains his proposed retirement program. This is one of the best explanations INTERCOM has seen on the subject and we wanted to share the Senator's article with all employees.

PROPOSED RETIREMENT PROGRAM: A BETTER DEAL FOR FEDERAL EMPLOYEES

During my years in government service, in which I have participated in the Civil Service Retirement System, I have watched the system lose much of the certainty and reliability it promised initially.

Each fiscal year has brought with it changes in the federal retirement policy.

The result has been an emasculation of the federal pension system as originally conceived.

There is a growing awareness on the part of employees that more attacks are coming--and an attempt will surely be made to require all federal Civil Service employees to make Social Security contributions in addition to substantial payments they now make into the Civil Service retirement fund.

Establishing a new system for new employees may be necessary to prevent further cuts in the current system.

Total retirement costs are now 36.5 percent of the federal payroll, the Congressional Budget Office reports. Yet studies show that only about

25 percent of federal employees remain in government until their retirement.

In fiscal year 1970 Congress appropriated about \$1 billion dollars from the Treasury into the retirement fund to insure the system's solvency. Ten years later, in fiscal year 1980, the amount required was \$11.2 billion. By 1986, this cost will rise to \$20 billion, the Congressional Budget Office predicts.

The current system has come under fire from many areas. Former Congressmen, and even the former chairman of the Civil Service Commission, have criticized the current system on the nation's most-watched television news programs.

I feel an alternative must be available in the event Congress decides it must act despite our opposition to the changes proposed, and federal employees must be given the opportunity to understand how the proposed alternative pension plan would work.

The alternative proposed is comparable to good corporate retirement plans. It would apply only to new federal employees,

or those people now under Civil Service, who elect to join. All current employees may remain in the present system without change.

The first of the plan's three tiers would include new employees under the Social Security systems.

The second and third tiers make up a federal government retirement plan, entirely separate from Social Security participation.

A government contribution of a percentage of an employee's salary--9 to 16 percent--would form a retirement fund as the basis of the second tier of the plan. The fund would be invested in private securities.

A voluntary thrift plan, where employees may choose to contribute up to 3 percent of salary to be matched by the government, would be the third tier of the proposed new system.

The results of this restructuring of the pension system would mean substantially more in benefits at lower cost. Each individual's retirement would

(Continued Page 10)

PROPOSED RETIREMENT PROGRAM...

(Continued from Page 9)

consist of Social Security benefits plus the investment earnings accrued from employee and government contributions.

Along with paying better benefits to more people than the current system, the new plan is designed to give a new flexibility to federal employees who may leave government employment for the private sector.

The new retirement plan would continue to reward full-career federal employees while allowing part-career employees

with five years or more of service to move from federal to non-federal employment and take along earned Social Security credits.

The employee would have the options, when leaving government with five or more years' service, to draw out the government contributions plus the interest earned; to begin to receive annuity payments; or to leave the money in the system to continue to be invested and draw substantial earnings--an attractive option for someone leaving government service for additional education with the hope of

returning later. Benefits would be fully-funded and beyond the scope of the voters' whim. In addition, new sick leave and disability coverage would assure continued salary payment.

A good employer must offer a good and reliable retirement plan to attract and keep quality employees. It is our goal that the new proposal develop into the best possible plan for civil servants who work long and hard and deserve the assurance that their retirement system will remain strong and solvent.

AIR TRAFFIC CONTROL IN PHOENIX WORKING "BETTER THAN EVER"

Eighteen months after the controllers' strike, the Phoenix area air traffic system is working "better than ever," Loren Kirkeeng, Manager of both the Phoenix Terminal Radar Approach Control facility and the Phoenix Sky Harbor International Airport tower, says. It is handling only slightly less traffic with a lot fewer people. He also noted that "morale is much better than before the strike - people are enjoying their jobs again." According to Loren, Phoenix TRACON handled 43,184 flights in December 1980, before the strike. In December 1982, it accommodated 42,942 flights. Similarly, Sky Harbor's control tower in pre-strike December 1980 directed 29,125 landings and take-offs. In December 1982, the tower handled 27,453 landings and take-

offs. Actually, Loren said, the state of the economy and construction work at Sky Harbor probably accounted for the slightly lower totals, rather than any air traffic control factor. "We're handling all the aircraft that want to use the system," he said. Prior to the strike, Phoenix TRACON had 49 controllers. Today, Phoenix TRACON has "29 controllers, including 20 who are fully rated," Loren said. Four more controllers are due to report for work later this year. At Sky Harbor tower, there were 27 controllers before the strike; there are now 20 controllers in the tower, and 13 of these are fully qualified. Two more tower controllers are due to report for work this month. There are enough controllers working now so that overtime has become minimal, he said.

P.L. 83-737 TRAVEL BENEFITS

Historically, P.L. 83-737 has provided for the payment of travel and transportation expenses of employees and dependents from an "overseas post of duty" to the continental United States for the purpose of taking leave between tours of duty in an overseas area. Recently, Congress through the enactment of P.L. 97-253 and P.L. 97-346 no longer considers Hawaii and Alaska as "overseas locations." This has the effect of terminating P.L. 83-737 vacation travel benefits to certain employees assigned to posts of duty in Hawaii and Alaska. These laws have the following impact on Western-Pacific employees in the State of Hawaii. Those employees who are assigned to positions in Hawaii after Sept. 8, 1982 (the date of enactment of P.L. 97-253)

are currently not entitled to P.L. 83-737 vacation travel benefits. Only in those rare situations where strong justification can be made based on extreme recruitment and retention problems can the Agency authorize P.L. 83-737 travel benefits.

On the other hand, all other employees in Hawaii who were entitled to P.L. 83-737 benefits on or before Sept. 8, 1982 will continue to enjoy such benefits. Provision for P.L. 83-737 benefits for employees on Guam, American Samoa and Kwajalein remain unchanged.

Supervisors and managers are reminded that whenever an employee who is eligible for P.L. 83-737 travel benefits returns from such travel a WP Form 1500-28, required under Agency Order 1500.14, WP Supplement 69, must be completed and sent to the Personnel Office as soon as possible for records update.

LAST EARTS DEDICATED

The last En Route Automated Radar Tracking System (EARTS) was formally dedicated in San Juan on Jan. 27 and is operating smoothly, according to Jon Rybert, the Airway Facilities Sector Manager.

Although other EARTS already have been commissioned at the Anchorage and Honolulu enroute centers, the installation at the San Juan center/radar approach control facility (CERAP) is unique. It is the only one to handle both enroute and terminal traffic. The others are served only by long-range radar and handle enroute traffic exclusively.

Addison Reynolds, San Juan CERAP manager, said the EARTS is "the greatest advancement in air traffic control since the introduction of radar." It improves flight handling and increases controller productivity by providing direct radar read-out of aircraft identity, altitude and other critical information.

The San Juan EARTS uses data from terminal radars at San Juan and St. Thomas and a long-range radar at Pico del Este.

MARYSVILLE FSS NEWS

Meet some of the FAAers at Marysville - - Bob Thompson transferred to the Marysville Flight Service Station from the Tonopah Flight Service Station. Since his arrival he has been quite active in the local pilot meetings. Bob has volunteered his services as a speaker about safety in aviation weather not only to the pilot groups but to the school districts.....Ed Campodonico has assisted in station tours and encourages all instructors to bring their students into the station for an initiation of the Flight Service Station to better understand the working relationship between the two.... Bob La Bonte usually spends most of his days off making wooden toys in his shop to assist Santa in making all the children and young at heart happy. His finished product is a work of art. In Bob's spare time he and Gerry Marenich, Marysville's two "Hot Doggers", ski the Sierras in that beautiful white gold.

FILE TAX RETURNS EARLY FOR EARLY REFUND

The IRS advises that over 50,000 Californians who filed their federal income tax returns in early January are receiving their refund checks this week. The refunds total over \$43 million; the average check is for \$841. The key to a quick refund, according to the Internal Revenue Service, is to file early and use the peel-off label and pre-addressed, coded envelope that were included in your tax package. A common misconception is that using the peel-off label or coded envelope will trigger an audit. The truth is that the use of the peel-off label and the coded envelope reduces processing time for the IRS and helps eliminate processing errors. The coded envelopes can be machine-sorted at the rate of 30 thousand per hour. Hand-sorting takes considerably longer. Use of the peel-off label means far less key-punching for IRS processors and a savings of over half a million dollars. You can use the peel-off label if your address changed this year. Just line out the old address and write in the new one. Early filers can receive their refunds as much as four weeks sooner than those who wait until April 15. So file early and save weeks of delay.

SARA RICHTMAN RETIREMENT LUNCHEON

After 35 years of Federal Service, Sara Richtman, Supervisor, Space Acquisition and Management Section - Real Estate and Utilities Branch, has decided to retire effective Feb. 28. A retirement luncheon in her honor is planned for Friday, Feb. 25, at Lococo's Restaurant, 612 So. Sepulveda Blvd., Manhattan Beach. Friends, co-workers and retirees are cordially invited to join in wishing Sara happiness in her retirement at the luncheon. For information and reservations, please contact Joan Zubarik, Mary Ann Presson or Janell Gallagher, AWP-56, at FTS 966-6178 or 213/536-6178.

BOB HENRY'S RETIREMENT DINNER

Effective February 26, after 31 years of working airplanes, Bob Henry, Area Supervisor, Stockton Tower, is trading in his headset for a fishing pole. Bob is going to control his motorhome along the highways and his boat along the waterways. A retirement dinner will be held in his honor on Friday, March 4, at the Stockton Inn in Stockton. For further information and reservations, please contact Virginia Stewart at Stockton TRACON, FTS 463-6223 or 209/982-4744.

NEW SYSTEM MAY PROVIDE LOW COST RADAR PICTURE

The agency is investigating a new and relatively inexpensive method of providing ground-based weather radar information to pilots in flight using the VOR voice channel. The same information can be sent to fixed base operators and others providing pilot briefings via telephone lines.

Developed by the Mitre Corp. under the agency's sponsorship, the "cockpit weather dissemination system" currently is being demonstrated at FAA's Hangar Six at Washington National Airport. The system now uses data provided by the National Weather Service radar at Atlantic City but later will switch to the NWS radar at Patuxent River, Md. The heart of the system is a small processor and printer that takes digitized weather data and presents it in pictorial form. Pilots also have a key board which they can use to request a printout of surface weather conditions and related meteorological information.

General aviation would be the primary beneficiary of the system which is being developed as a low-cost alternative to airborne weather radar. Since most general aviation aircraft already have a VOR receiver, the total installation cost for the system would be less than \$2,000, according to current estimates.