



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

Western-Pacific Intercom



Spotlight on El Monte Tower

COVER STORY...

El Monte Airport is located 12 miles east of downtown Los Angeles and is owned by the County of Los Angeles. Air traffic control services are provided by a level-two air traffic control tower that is in operation 12 hours daily, from 7 a.m. to 7 p.m.

The facility is rather unique in that it is the only tower in the Los Angeles basin that does not have BRITE radar, due to its geographic location in the San Gabriel Valley. Therefore, controllers must rely on visual contact to provide separation while providing air traffic control services.

Although El Monte is situated within Ontario approach control airspace, the tower personnel are occasionally required to coordinate IFR operations with the Los Angeles and Burbank radar approach control facilities. This is due to the airport's proximity to the Los Angeles Terminal Control Area and the Burbank Terminal Radar Service Area.

The Facility Manager is Howard Hinton. His staff consists of Area Supervisor Carl Gainer and controllers: David Ruiz, Peter Kareiva, Tony Mills, Bob Young, Doug Kingsbury, Tricia Algeo Hill, Nathan Dockery, Steve Ramirez, Randy Kennedy, Karen Pontius, Carlos DeMoss, Michael Evanelista, Don Kirby and Charles Hogan.

The tower is serviced by the Riverside Airway Facilities Sector Field Office.

Cover photo: From left--Tricia Hill, Nathan Dockery and Steve Ramirez. Cover photo by Gregory Wylie.

CIVIL RIGHTS CODE CAN BE CHANGED

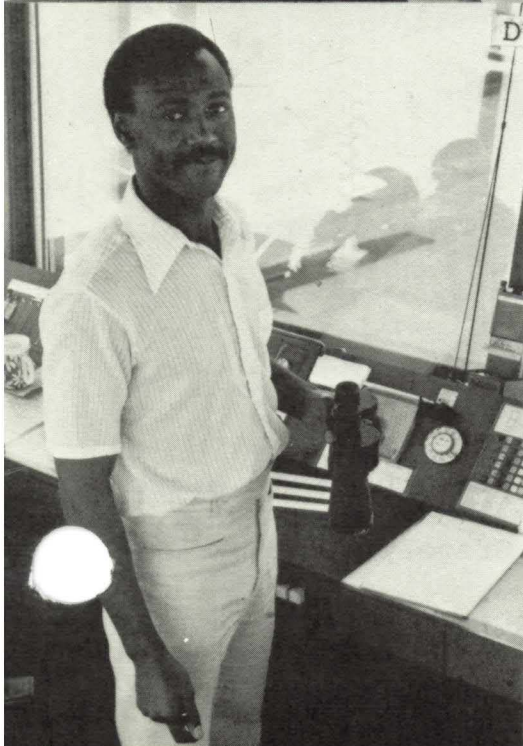
The Office of Civil Rights notes that a racial/national origin code has been entered into confidential Civil Rights records for each employee. Those wishing to check their code can do so by writing to ACR-1 at FAA headquarters in Washington. Any subsequent corrections can be made through the same office.



ZONTA CLUB SPEAKER

Margaret Chesnek (above), Radar Technician at the Maui Sector/Hilo Sector Field Office was a guest speaker at a recent meeting of the Zonta Club of Hilo. The Zonta Club is an international service organization composed of professional and business women in executive positions. Their program for the meeting was to observe "Amelia Earhart Day". Margaret talked about her career in the FAA, first as a secretary and now as a Radar Technician, and touched briefly on other specialty fields in the Airway Facilities Division. Her talk was well received and it helped to enlighten the role FAA plays in the field of aviation and our community according to Mrs. Amy Iwamoto, Amelia Earhart committee chairman.

El Monte
Tower
Personnel



El Monte Tower personnel are:

A--From left--Randy Kennedy and
Karen Pontius

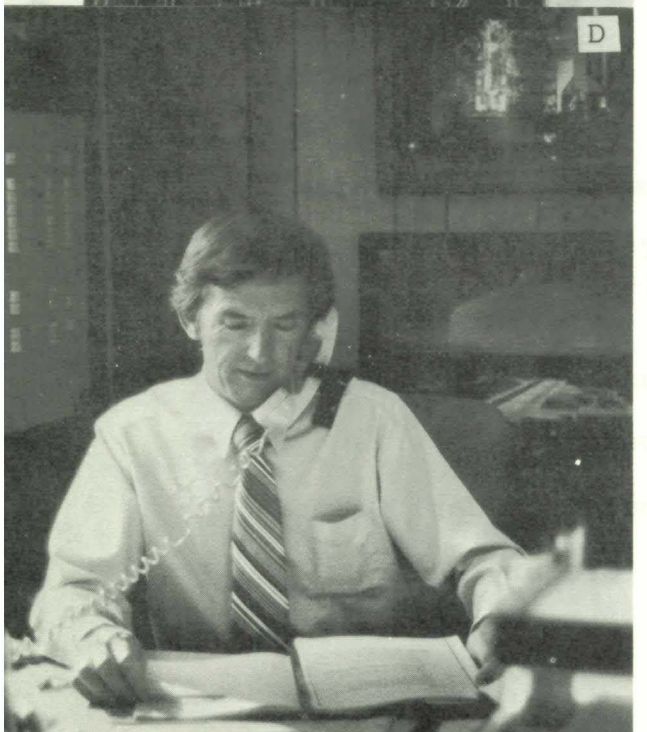
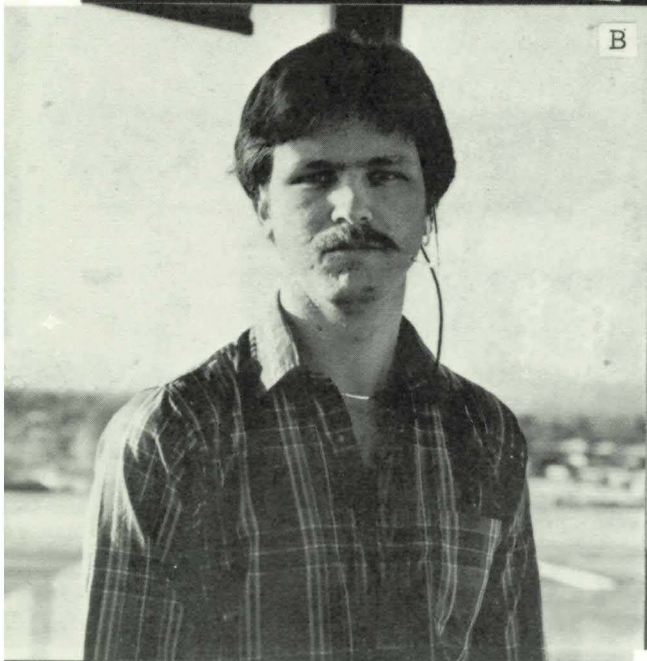
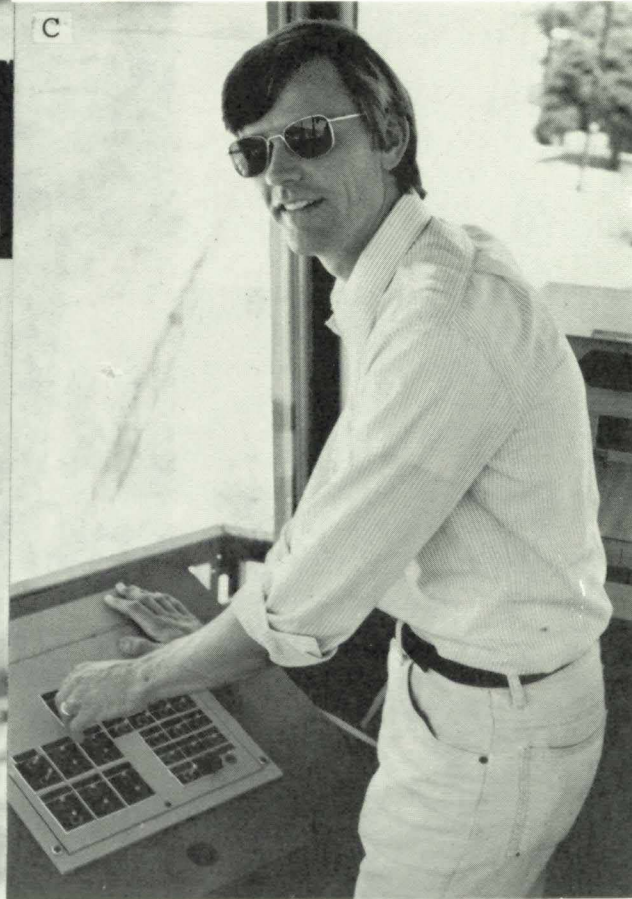
B--From left--Michael Evanelista,
Don Kirby and Charles Hogan

C--Carlos DeMoss

D--Area Supervisor Carl Gainer

Photos by: Gregory Wylie

More El Monte



More El Monte Tower personnel:

A--Tony Mills

B--Doug Kingsbury

C--Bob Young

D--Facility Manager Howard Hinton

Photos by: Gregory Wylie

SANTA BARBARA TOWER/TRACON NEWS

Congratulations to the following controllers who recently obtained full performance level status: Faro Prestigiacomio, Bob Gabrielson, Jim Bermant, Kim Cathcart, Dale Lowdermilk and Steve Henderson..... Santa Barbara Airport was recently transformed into a major movie set for the filming of the new Chevy Chase comedy, "The Deal of the Century".....Our Human Relations Committee is very active and has initiated a unique four-hour Spousal Familiarization Program. This program includes a written invitation from the Air Traffic Manager to facility spouses to visit the facility for briefings and control position monitoring. This familiarization program has received enthusiastic responses throughout the facility.....In spite of the worst storm the central coast had received in thirty years, March 1 was brightened by the arrival of Queen

Elizabeth II and President Reagan at the Santa Barbara Airport. Due to the inclement weather, several last minute itinerary changes were necessary but the visit was an overwhelming success. The facility received several kudos for its support in conjunction with this historic meeting between the Queen and President. Individual kudos were forwarded from the Secret Service, Santa Barbara Airport Director, Her Majesty's Chief of Staff, as well as U.S. Air Force and U.S. Marine Corps Presidential flight support personnel.....Area Supervisor Bob Harrison was recently presented with a Sustained Superior Award for his exceptional job performance during the past year.....Area Supervisor James J. "JJ" Dovali was well received as the guest speaker at the 99s meeting held in Santa Barbara last month.

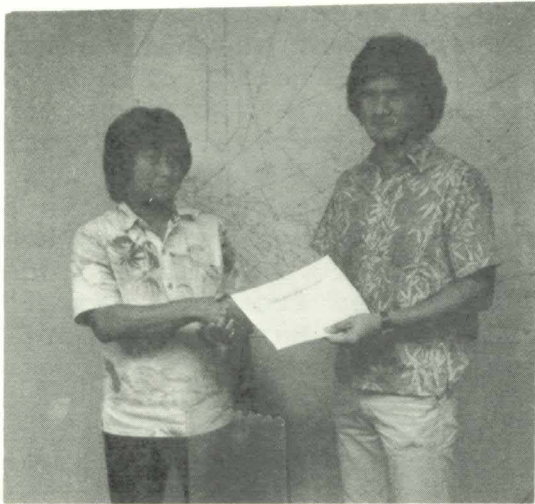
MOFFETT TECHNICIANS MANAGE

And manage they do! The supervisor of the Moffett ASR-5 radar was detailed to the Human Resources Group in the Regional Office for one year, and the technicians at the radar site were asked to decide how to accomplish the many duties normally assigned to this position. Using methods learned in Quality Circle training, they determined that they would rotate the position responsibilities among themselves. Since three people were interested in being acting manager, this resulted in 120-day details. Taking into consideration schools, leave and various other things that come up, the group decided who would be responsible for each time period. They also worked out a watch rotation that allows the Acting Manager to work straight days. This takes a lot of cooperation and teamwork since one man has retired and academy classes are scheduled for this spring and summer. Our hats are off to the "MANAGERS" at Moffett ASR-5.



Above photo: Moffett Technicians from left to right--Ron Oberlercher, Ernest Hicks (Retired), Harry Nieland, John Lavery, Paul Terry and Pat Lucas.

MAUI TOWER AWARD



Stacey Kaopuiki (above right), controller at Maui Tower, is presented a Quality Performance Award in recognition of his high level performance during the past year. Making the presentation is Area Supervisor Edwin Kanemoto.

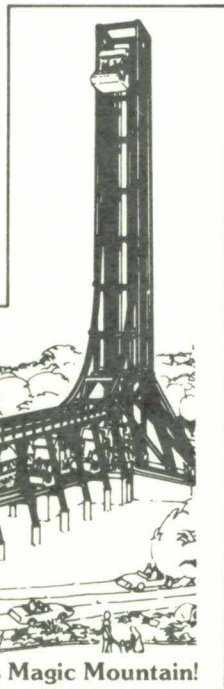
New System May Provide Low Cost Radar Picture

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.

SEE YOUR
CIVILAIR DESK FOR
SPECIAL DISCOUNT
TICKETS -
213/644-8525



FREEFALL — Found only at Six Flags Magic Mountain!

AIRPORTS DIVISION NEWS

Congratulations to Mary Blaugh, Ellis Ohnstad, George Paul, and Ronnie Simpson on their recent promotions. Mary is transferring to Public Affairs, Planning and International Aviation Staff, AWP-4, and George is moving to the Northwest Mountain Region. Congratulations also to Bob Bloom for his recent Quality Within-Grade Increase.

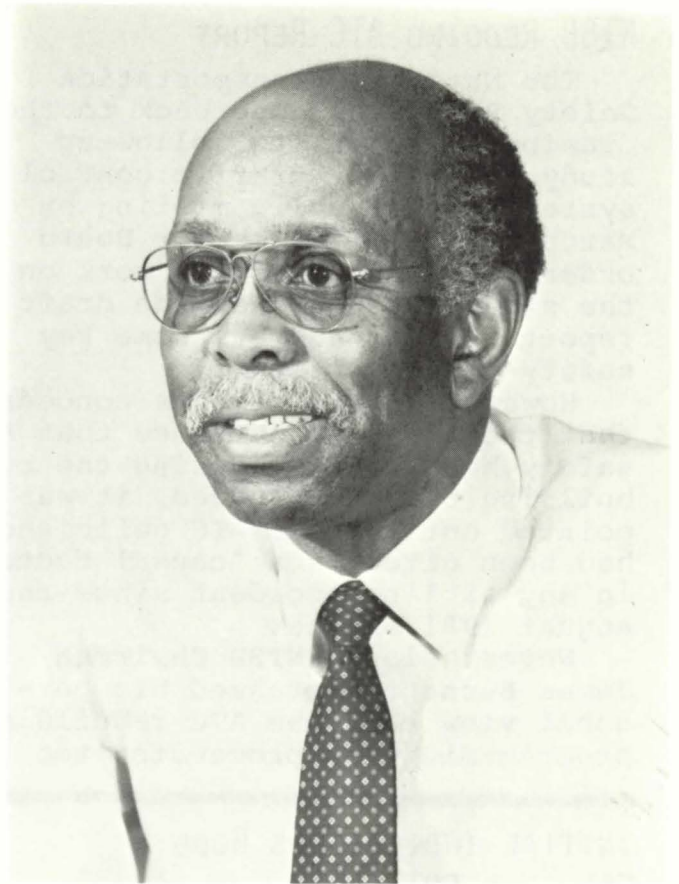
CAPSULE GLIMPSES. . .

MEET CLARENCE BRYANT

From the streets of San Francisco to the top of Mt. Tamalpais in Marin County is only twenty miles, but it took Clarence Bryant, Manager, Mill Valley Airway Facilities Sector Field Office, a most interesting route to get there.

Raised and educated in San Francisco with an Associate of Science degree from City College of San Francisco and a Bachelors and Masters degree from San Francisco State University, Clarence joined the FAA in 1958. He was involved in the installation of the first VORTACs in the Western Region working out of the old regional office on Manchester Blvd. After spending three years installing the likes of the Oakland and Salt Lake City Air Route Traffic Control Centers and Remote Communication Air to Ground facilities in Colorado, Clarence moved back to the Bay Area to work at the San Francisco International Airport in the Automatic Data Interchange System. He spent twelve years working in data and communications at San Francisco, then moved to the Half Moon Bay long range radar in 1973. He was made Field Office Chief in 1979, a position he held until the facility was moved to Mill Valley where he continues as Field Office Manager of the joint USAF/FAA facility.

Clarence still lives in San Francisco with his wife, Ann and the youngest of four daughters, Johanna. He is quite active in the community and civic affairs of the city, and spends most of his spare time on the golf course (an 11 handicap) or at Lake Tahoe when the Giants or Forty-Niners are not at home (he's a 49'er season ticket holder).



EDWIN CHUN

PRESENTED 30-YEAR PIN

Edwin Chun (left), Flight Service Station Specialist at the Honolulu Flight Service Station, was recently presented his 30-year Career Service Emblem by Area Supervisor Edwin Ishisaka. Ed started with the agency as a Communications Relay Equipment Operator at the Honolulu IFSS. After obtaining his ATCS rating, Ed later transferred to the Flight Service Station.

NTSB REDOING ATC REPORT

The National Transportation Safety Board has gone back to the drawing board on its follow-up study of the air traffic control system. At a public meeting on March 15, the five-member Board ordered additional staff work on the study, noting that the draft report did not address some key safety-related issues.

However, Board members conceded that there was no evidence that ATC safety had suffered during the rebuilding effort. Indeed, it was pointed out that no ATC deficiency had been cited as a "causal factor" in any airline accident since the August 1981 strike.

Nevertheless, NTSB Chairman James Burnett expressed his personal view that the ATC rebuilding program might be proceeding too

quickly. He said that the draft report did not address this "central point" and should be rewritten.

In addition, the NTSB study team was directed to interview top FAA management to obtain additional information on ATC safety. The Board said that the team had surveyed controllers and pilots on this subject but had largely ignored top management.

No date has been set for the next NTSB meeting on the report, but Board sources indicated it probably would be during the first half of April.

Afterwards, the FAA Administrator said he welcomed comments and suggestions from any source concerning the safety of the system, especially from the NTSB. He offered continued full cooperation to the Board in its study.

INITIAL INDICATIONS GOOD FROM NEW CRT TESTS

Some familiar faces will disappear from the enroute control centers if a test program now underway at the Indianapolis and Oakland facilities works out as expected. The agency is evaluating anti-reflective cathode-ray tube displays at both sites that not only would erase the images controllers see of themselves but, more importantly, permit control room lighting to be brought up to normal levels.

The field tests are slated to begin April 1 and run 60 days. However, the anti-reflective equipment already has been installed at both centers, and preliminary reports indicate that controllers like working in a well-lighted environment. Indianapolis Center manager Joe Chavez reports that "There was a little apprehension at first, but now we're getting used to having the lights up and we like it."

If the test reports continue to be positive, the new tubes will be installed in other centers beginning early this summer.

"CATCH 62"

SIDE-STEPPED

Federal employees with military service after Jan. 1, 1957, now can get Federal retirement credit for the time they spent in uniform and avoid the annuity offset that occurs when they reach age 62 and become eligible for Social Security. This situation, that has become known as "Catch 62," results from the inclusion of the military under Social Security in 1957.

Of course, there is another catch. Affected employees must pay into the Federal retirement fund an amount equal to seven percent of their military base pay after Jan. 1, 1957. They also must document their military pay using either available records or an estimate obtained from the appropriate military service.

FAA personnel officers are establishing local procedures based upon the recent Office of Personnel Management rules for avoiding Catch 62. In the very near future, they will have the necessary forms for requesting the pay estimate and for contributing to the retirement fund.

Tom Binczak Retires After Nearly 40 Years



Tom Binczak, Air Traffic Airspace and Procedures Specialist, has retired from the agency with nearly 40 years of service. Tom began his government career with the U.S. Air Force joining the FAA in 1947 as a controller at the Los Angeles Center. He left the Center for a one-year tour as a Flight Inspection pilot for the 11 western states. He then returned to Los Angeles Center where he stayed until 1964 when he came to the Air Traffic Division. Tom is also a retired Colonel in the U.S. Air Force and retired from the Air Force Reserve in 1975.

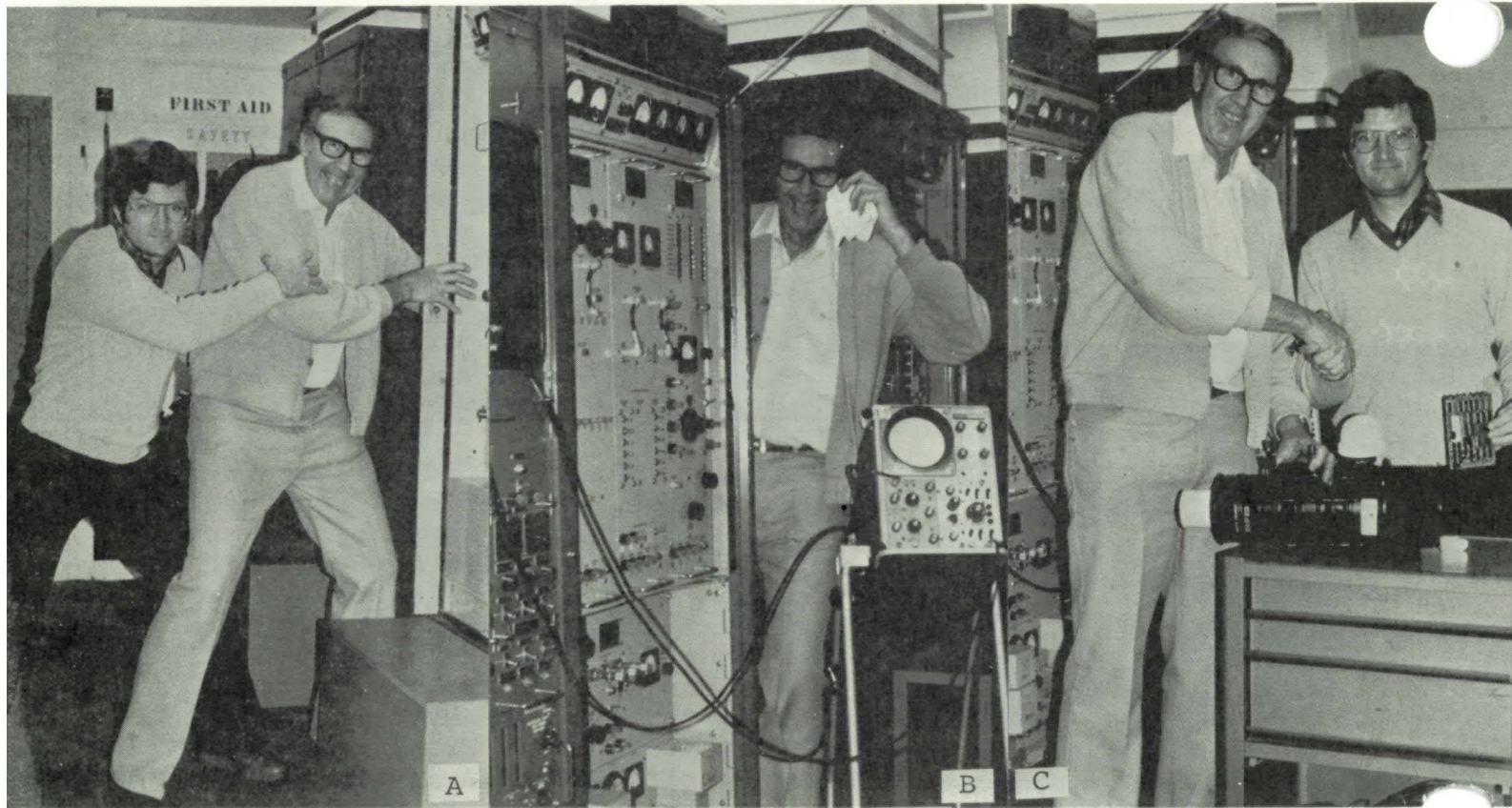
Above photo: Alex Hammond (left), Acting Regional Director, presents a special Air Traffic Plaque to Tom while Dick Cox, Acting Manager Airspace & Procedures Branch, and Tom's wife, Mary Rita, stand by to offer congratulations.

MERRILL PARKER RECEIVES 30-YEAR PIN

Temporary Area Supervisor Merrill Parker (right), Honolulu Flight Service Station, was recently awarded his 30-year Career Service Emblem at a crew briefing by the facility's Air Traffic Manager, Ronald Harris. Merrill served as a Flight Service Station Specialist for more than 25 years at the Gainesville, Florida Flight Service Station and 20 months at the Guam IFSS before transferring to Honolulu.



Out With the Old In With the New



Larry Steppe, Manager, Ukiah Airway Facilities Sector Field Office (Red Bluff AFS), recently "reluctantly" relinquished control of the old TACAN equipment at the facility as the FAA modernizes the navigation equipment throughout the country. The photos say it all --

A--Larry Steppe (right) tells Electronic Technician Randy Panos, "No, No, you can't have my old TACAN!"

B--Shedding a few tears, Larry concedes "Guess you can have it."

C--Larry and Randy shake on the deal as Randy helps with the installation of the second generation VORTAC now being placed in operation at this site. Larry is holding a large klystron that was part of the old TACAN which he helped install in 1964. Randy is holding a small miniature printed circuit board that replaces many many large components found in the old system and is revolutionizing the Airway Facility operation in the years to come.

ALCOHOLICS ANONYMOUS MEETINGS AT R.O.

Alcoholics Anonymous meetings are being held at the Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Div., Ext. 6300.

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.