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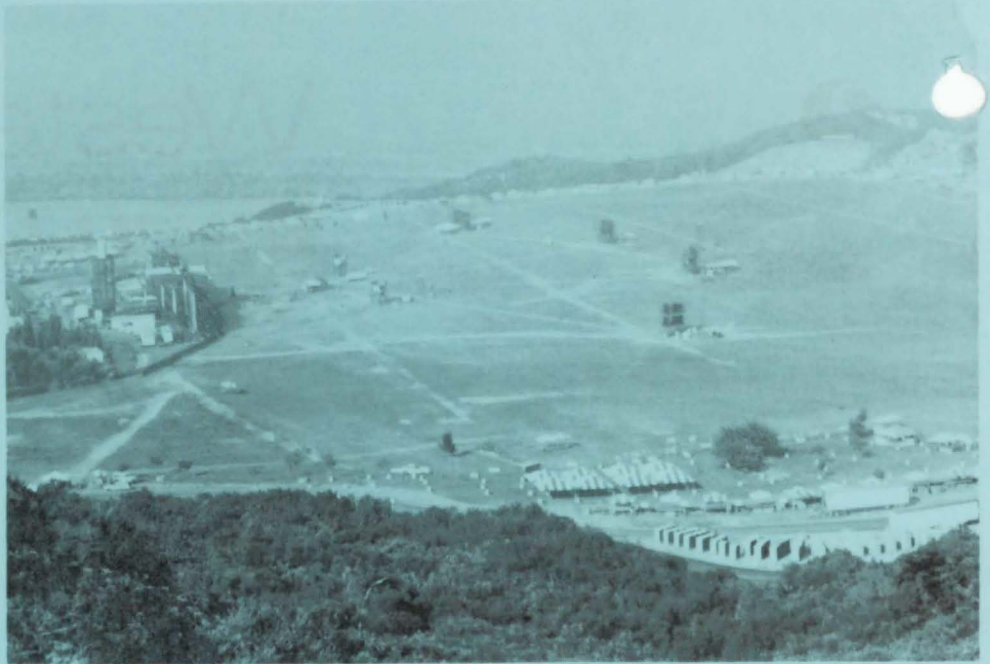
US Department
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**Federal Aviation
Administration**

Western-Pacific Intercom



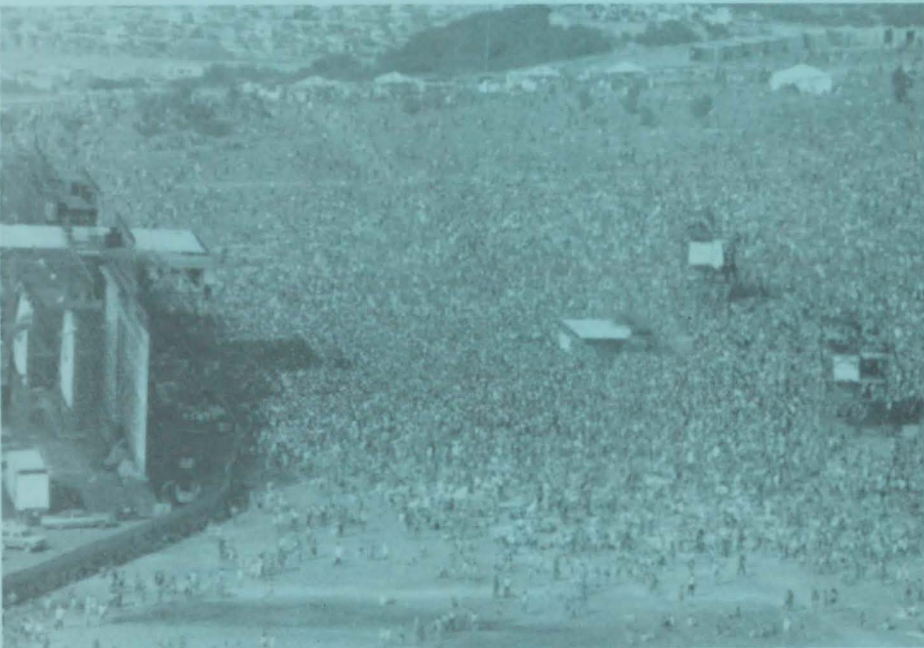
Cover Story

May 28, 1983 and the Concert Bowl is empty. It's 8 a.m., sky partially obscured, visibility three miles, fog and haze, temperature sixty degrees and the setting is set; we're just two hours away from the start of the Second Annual "US" Festival located at Glenn Helen Regional Park in San Bernardino, California.



During the next three days of the Memorial Day weekend and Saturday, June 4, the "US" Festival Concert Bowl will have on any given day, 150,000 to 250,000 people attending this Rock and Country-Western Jamboree. The performers and VIPs will be brought to the "Bowl" from a hotel in Ontario by helicopters.

For two years now, the FAA has manned a temporary tower which equipment-wise is wired, taped and prepared by Airway Facilities personnel from Ontario TRACON. Air traffic control-wise, the "Festival Tower" is manned with controllers from Ontario Tower and Chino Tower. National coverage and exposure will be handled by all television networks including satellite coverage to the U.S.S.R.

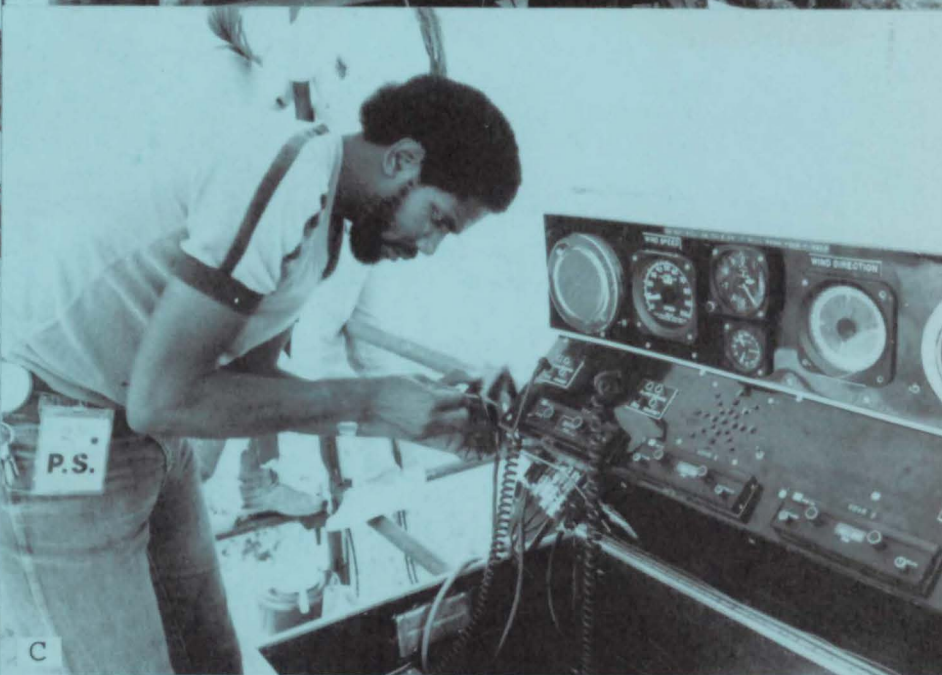
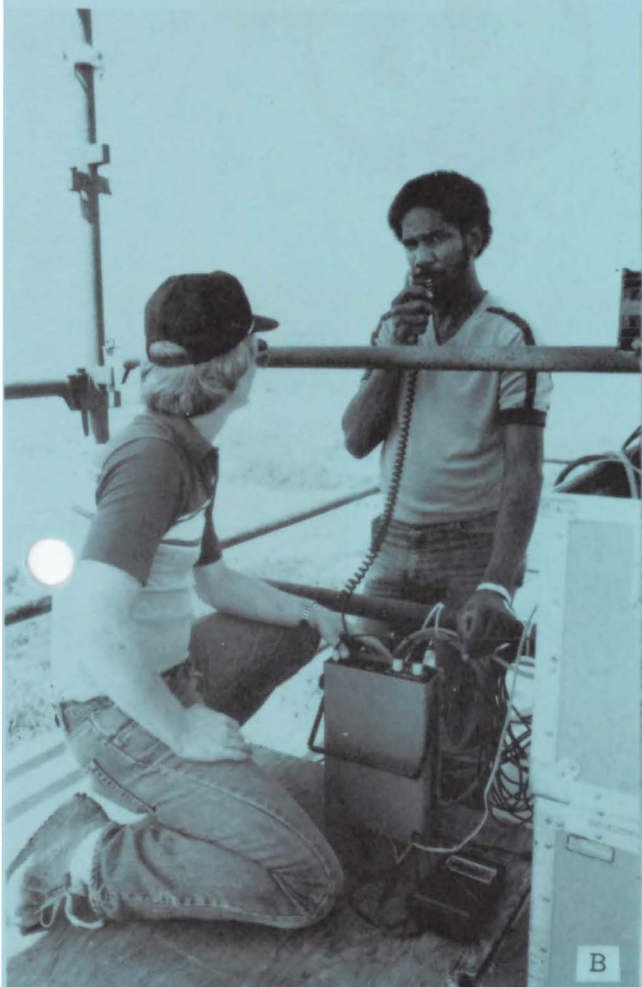


The total statistics for the four-day concert were tabulated and the FAA Tower provided air traffic service to 2,711 helicopters, banner tows and occasionally airplanes. Security was provided by the San Bernardino County Sheriff's Aviation Division.

Cover: Festival Tower with ATCS Mike Darling at the helm.

Photos by Bill Wheeler.
Special Appreciation to Rafael Duran, Jr.

More.....

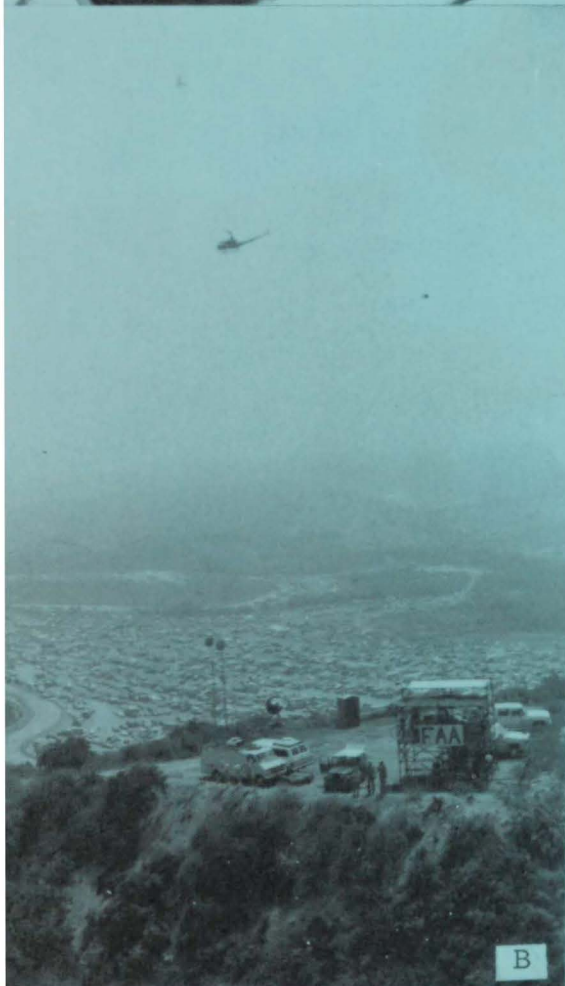
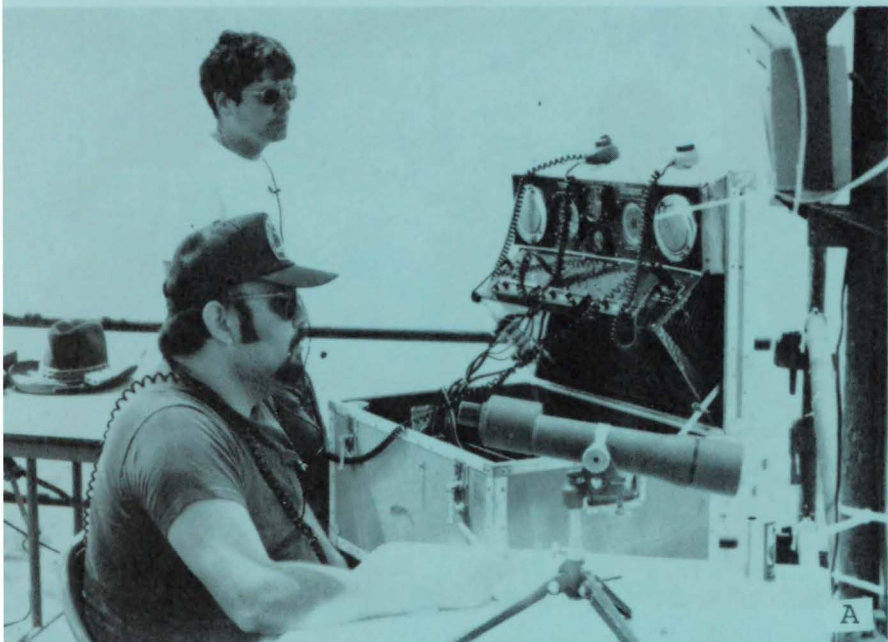


A--From left: Air Traffic Control Specialist Ron Schilling looks on as Electronic Technicians' Joe Starr and Viann Godina work on the Festival Tower equipment.

B--Electronic Technician Joe Starr tests back up radio while Air Traffic Control Specialist Ron Schilling offers a helping hand.

C--Joe Starr puts final touches on Festival Tower equipment.

More
"US" Festival



A--Area Supervisor Joe Parker (standing) looks down on the concert site for departing helicopters as ATCS Rafael Duran, Jr. looks on.

B--An overview of Festival Tower at the "US" Festival.

C--Left to right - Area Supervisor Joe Parker explains Festival Tower procedures to ATCS Steve Morris, Chino Tower and ATCS Bob Pavicic, Ontario Tower.

More.....



A--ATCS Mike Darling, Ontario Tower, scans his airspace for traffic to be sequenced for landing at the "Bowl" site.



B-- ATCS Linda Asche, Ontario Tower, takes time for a snapshot while working at the Festival Tower.



C--From left: Area Supervisor Joe Parker, with his back to the camera, along with Air Traffic Controllers' Bill Wheeler and Bert Simpson convince the photographer that they are enjoying this beautiful chilly morning (60°) while they provide air traffic service simultaneously.

Awards Presented.....



A--Area Manager and HRC member Jim Holtsclaw, presents "US" Festival awards to: from left - Air Traffic Controllers' Linda Asche, Mike Darling, Diane Mangels, Rob Moffitt, Don Zetzsche and HRC member Dave Dallner.



B--Assistant Manager John O'Leary and Area Manager Jim Holtsclaw, congratulate and present some "US" Festival awards to Ontario Area Supervisors' LaVerne Evans and Joe Parker.



C--Assistant Manager John O'Leary congratulates ATCS Don Kimbal while other controllers look on as Don receives an "US" Festival award; from left - Ron Schilling, Lisa Daubenmire Bert Simpson and Area Supervisor LaVerne "Penny" Evans.

Jim Holtsclaw also sends out his congratulations and thanks to Chino Tower Air Traffic Controllers' Steve Morris, Wanda Boyle and Farol Cillufo, and to all other control-

lers and Airway Facilities personnel involved in the "US" Festival.

San Diego AFS News

Mt. Laguna Long Range Radar facility employees were presented with a \$1,430.00 employee suggestion award by the Air Force for their energy conservation idea. They suggested that the USAF Height Finder Radar have its antenna drive system turned off during the 10 p.m. to 6 a.m. period that the Height Radar Operators are on standby status. This action saves each radar site over \$1,800.00 in reduced electrical use. The total employee suggestion process took just six months.

Science Curriculum Project Approved by OPM

Office of Personnel Management Director Donald Devine has given his final blessing to the 5-year Airway Science Curriculum Demonstration Project. The purpose of the project is to conduct research on how well yet-to-be-hired individuals with a specific academic and experiential background perform in certain FAA technical occupations. The plan must still undergo an additional 90 days of Congressional review, which will conclude on October 10.

Along with Devine's approval comes publication of the project plan in the Federal Register. The plan was published once before in March. Minor modifications have been made as a result of comments received from the public. If you would like a look at the latest edition, contact your servicing Personnel Management Division. Western-Pacific Region employees who would like to review the Federal Register should contact the Employment Branch, AWP-14, x6304.

30 Years For Ken Smith



Ken Smith (left), Engineering Equipment Operator-in-Charge of the Phoenix Field Maintenance Party Road Crew, was recently presented his 30-year Career Service Emblem and Letter of Appreciation from James Emett, Road Crew Foreman. Congratulations, Ken!

San Francisco International Flight Restrictions Lifted

Landing restrictions imposed after the controllers' strike will be lifted Aug. 29 at San Francisco International and Sept. 1 at Dallas/Fort Worth, Dallas Love Field, Houston Intercontinental, Houston Hobby, Cleveland and Detroit.

Restrictions were lifted July 25 at two Florida airports--Miami International and Fort Lauderdale. These are the tenth and eleventh of the original 23 capacity-controlled airports to have hourly flight quotas removed.

'FAA World' to Highlight Agency's 25th Birthday

The midair collision over the Grand Canyon in 1956 forced Congress and the Nation to take a careful look at the skies. This event led to the creation of the FAA 25 years ago, but this dramatic event was by no means the only indication that something had to be done about the country's airways.

The civil-military joint use concept was in trouble, and CAA was having problems getting money for long-range radars so that controllers were still operating in a time-separation mode, which dated back to the 1930s, and relied entirely on voice communications.

President Eisenhower was aware of the potential danger and, even before the Grand Canyon crash, he appointed a study group that came up with an alarming report. The president then appointed a special assistant for aviation affairs, Edward Curtis. In May 1957, after other studies again underscored the deplorable condition of the airways and the hampered position of the Civil Aeronautics Administration, Curtis proposed to the President the creation of a new, independent Federal Aviation Agency.

Three major midairs later, a bill sponsored by Senator A. S. "Mike" Monroney of Oklahoma that created a Federal Aviation Agency was passed and signed into law by President Eisenhower on Aug. 23, 1958. A special issue of the FAA World this month will provide more information and historic facts about our agency's first 25 years.

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.

Ivan Hunt's Farewell Dinner

Los Angeles Tower Manager, Ivan Hunt, will be transferring to the Central Regional Office in Kansas City on Sept. 30. Ivan will be honored at a gala bash on Sunday, Sept. 25, 6:30 p.m. at Goldie's Restaurant, Sepulveda and Imperial, El Segundo, Calif. R.S.V.P. is a must by Sept. 10. Please contact 213/642-3969 or 213/670-9533.

Southern California

Retirees Picnic

The Southern California Retirees Picnic will be held on Wed., Sept. 28, at Live Oak Park in Fallbrook. From I-15 take Fallbrook off ramp, turn south on access road immediately after leaving freeway and follow sign to park - bring lunch and drinks - from 10 a.m. until ?



Norris L. Winzler

Friends of Norris L. Winzler, 62, Lancaster Flight Service Station Manager, were saddened by his death on August 6. Norris had been the Chief at Lancaster since 1981, and was a Federal Aviation Administration employee for 20 years. He was born in Oregon City, Oregon and was a veteran of World War II and Korea, serving in the U.S. Air Force. His absence is our loss and he will be missed by all. Condolences may be sent to Faye Winzler, P.O. Box 1844, Rosamond, CA 93560.

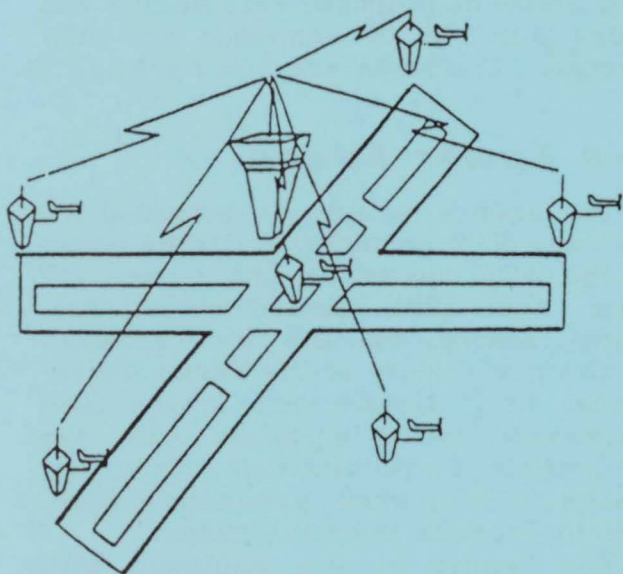
Windshear Alert

Expanded at New Orleans

The Low Level Windshear Alert System (LLWAS) at New Orleans' Moisant Airport is being expanded as part of an effort to detect the hazardous phenomena known as "microburst." A microburst is a small diameter down burst which spreads out violently near the ground. By doubling the number of remote sensors from five to ten and increasing processor and display capability, the agency expects that the equipment will be able to detect microbursts in the immediate vicinity of the airport.

The upgraded system also will have the capability to compare data from one remote sensor with data from another, as well as the center field sensor. This system, while providing additional protection at Moisant, will also serve as a testbed for evaluating improvements to the LLWAS.

The expanded system will be operating by February 1984.



Remote sensors and center field sensors of LLWAS in use today transmit data to airport's tower for processing.

ATCS Exam



The Office of Personnel Management will be accepting applications for the competitive Air Traffic Control Specialist Examination from Sept. 19 through Oct. 17, 1983.

Interested individuals can obtain an application by contacting their nearest Federal Job Information Center or FAA Employment Branch at 213/536-6296, FTS 966-6296.

FS Division Awards

Congratulations to the following who recently received awards:

Outstanding with Quality Increase Award - Edward Hammonds, Delmar Ott and Armon Dewberry, Oakland Flight Standards District Office; Outstanding with Special Achievement Award - Jean McPhee, San Francisco Air Carrier District Office; Special Achievement Award - Verna King, Los Angeles Flight Standards District Office (Satellite Office); Special Achievement Award (Group) - Al Adams, AWP-205, received two awards from ASF-1 and ASF-4; Letters of Commendation - David Tilton, Allen Haeggquist, Lonnie Giles, Richard Julian and Jim Zoller, Las Vegas Flight Standards District Office; Career Service Emblem - 25 years - Eugene Haldas, AWP-250; Letters of Appreciation - David Tilton, Las Vegas Flight Standards District Office and Gerald Redman, Sacramento General Aviation District Office.

Six Cities Vie for Demonstration Heliports

Six cities have submitted formal proposals for the National Prototype Demonstration Heliport Program. The cities are: Indianapolis, Ind.; Los Angeles, Calif.; Baltimore, Md.; Mesa, Ariz.; New Orleans, La.; and New York, N.Y.

Final selection of one or more of the heliport sites will be made by Administrator Helms by mid-September. The prototype facilities will be built with Airport Improvement Program (AIP) funds.

Construction of the prototype heliports is part of the agency all-weather heliport development and demonstration program that will lead to a national system of IFR urban heliports.

The evolution of the prototype heliport, from VFR-only to all-weather, will be made over a five-year period. New technology, including microwave landing systems (MLS) for helicopters, will be tested first at the FAA Technical Center before being installed at the prototypes.

FAA's Rotorcraft Master Plan envisions that all-weather, downtown heliports with precision approach capabilities will be in existence by 1988, and by the year 2000 there will be at least 25 such facilities.

Info Plan Means Concern for People

The Information Resources Management Plan (IRMP), another product of the Administrator's commitment to long term planning, is being distributed throughout the agency. It will soon be available for public sale.

This plan documents FAA's long-term plan for applying systems analysis and automation technology to its information needs. All in all this means that the agency now has a framework for information systems integration without sacrificing concern for the people who must make it work.

New Terminal Area Proposed by Agency

A new concept in terminal area radar control that results from the ongoing National Airspace Review will be implemented at Austin, Tex., on Dec. 22, 1983 and Columbus, Ohio, on Jan. 19, 1984.

This Airport Radar Service Area (ARSA), concept formerly referred to as "Model B Airspace" will undergo a one-year validation study at the two sites with the idea that it could then be adopted nationwide as a replacement for the Terminal Radar Service Areas (TRSAs). All pilots operating in the ARSA will be required to establish two-way radio communication with air traffic control prior to entering the designated airspace and comply with all clearances and instructions. This differs from TRSA operations where participation by VFR pilots is voluntary.

The NAR task group felt that several problems exist with the TRSA program that lead to confusion while operating in those areas. All pilots in the ARSA will be provided with the same service in the same way and, to the extent feasible, within standard size airspace designations.

A notice of proposed rule making was issued July 28 to announce the new concept. Comments are due by Aug. 29.

New Tower Added

The agency on July 28 dedicated the first new VFR control tower to be added to the ATC system in the "lower 48" since the 1981 controllers strike. Bethel, Alaska, was the first overall.

The new facility at the Houma Terrebonne, La., Airport also is the first systemwide to be equipped with the Integrated Communications Switching System (ICSS), which uses microprocessors to expedite communications.

The facility is also equipped with the new Automated Weather Observing System (AWOS). In mid-June the tower began operations with a staff of 10 controllers and two AF technicians. It's expected to handle 225,000 operations a year.