

Cover Story

R. J. Jones led the Oakland Flight Standards District Office to the winners circle in the 1982 FAA-wide Accident Prevention Incentive Awards Program and gave his share of the \$12,000 prize money to sponsor "APS", the name given by Jones to a two-and-one-half year old yellow Labrador Retriever who will serve as the guide dog for Mr. Henry Ryberg, who has been blind since birth. Mr. Ryberg and his new guide are busy learning to operate as a team. They are part of a class of sixteen other blind students and their guide dogs who recently graduated from the Guide Dog For The Blind, Inc., San Rafael, California.

Mr. Ryberg is employed as a rehabilitation teacher in North Miami, Florida. He received his Master's Degree in special education and has a diploma from the Arizona State School for the blind. Mr. Ryberg's new guide, "APS", was raised by 4-H member Ken Hawes of Morgan Hill, Georgia. The raising of Guide Dog puppies is an accredited 4-H project. The pup is kept by the 4-H youngster for socializing and exposure to everyday living situations. At about 18 months of age the young dog is returned to the Guide Dog School to begin the formal part of its training. After several months of instruction with a state-licensed instructor the dog is paired with a blind person and together the new team completes a rigorous four-week resident course at the school. Although it costs Guide Dog for the Blind, Inc., more than \$7,000 to produce a single person-dog unit, there is no charge to the blind person for either the valuable animal or the in-residence training. The school receives no government funding and is supported entirely by private contributions.

There are continuing costs even after the person-dog unit graduate. Guide Dog For The Blind, Inc., continues to monitor the unit to assure that the two are functioning well as a team. C. J. comments: "I hope to drum up additional contributions for this cause; anyone interested in helping to sponsor 'APS' can do so by making a tax deductible donation to the Guide Dog For The Blind, Inc. This is such a worthwhile cause. The simple everyday things in life we take for granted are almost a major task for the blind person. But through the eyes of a Guide Dog, some of these unfortunate people will be able to experience a freedom and independence never before known to them. I feel fortunate that I was able to make such a contribution and also on behalf of all the personnel of the Oakland Flight Standards District Office and its management, who contributed to our successful outcome in the awards program."

It should be noted that the Accident Prevention activities that placed Oakland in the winners circle and gave seeing eyes to Mr. Ryberg included over two hundred safety seminars during 1982, in which some fourteen thousand attended out of a district of only twelve thousand pilots. Pilot proficiency Wings awarded topped five hundred in 1982 and the most important statistics were the all time low accident rate for the Oakland District with total accidents down by 21 percent and fatal accidents down by a whopping 63 percent.

"Our hats off to the Oakland District Office for a job well done and a very sincere contribution to the blind."

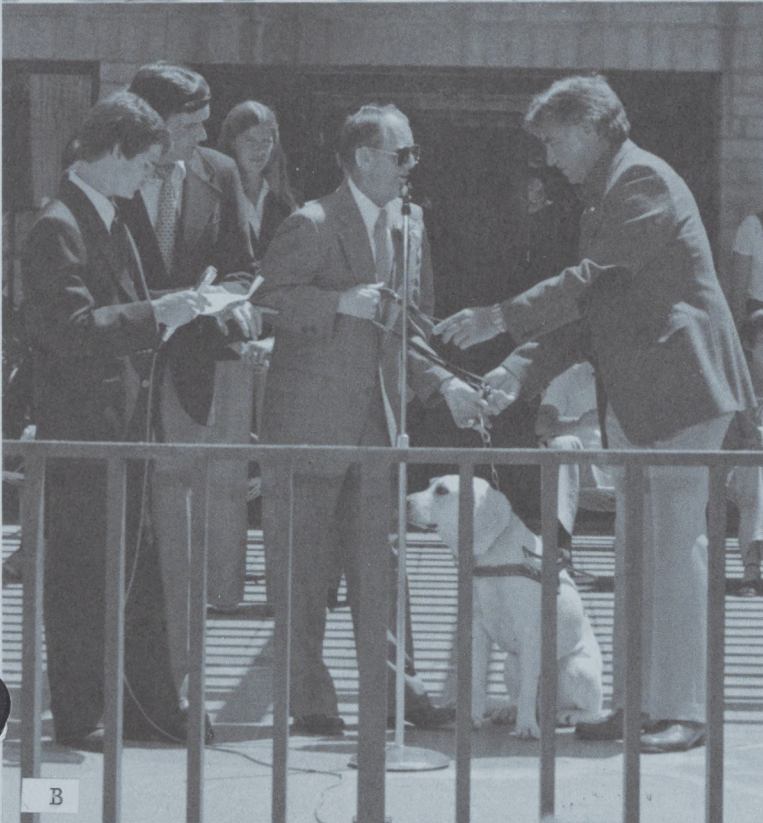
Cover photo: From left--R. J. Jones, Accident Prevention Specialist, Oakland, CA.; Henry Ryberg, North Miami, FL; and "APS", Guide Dog for the blind.

More

Prize Money...To The Blind



A



B



C

A--R. J. Jones, second from left, standing behind Mr. Ryberg with "APS" on the floor along with the balance of the graduation class, their sponsors and Guide Dogs.

B--Presentation of "APS" to Mr. Henry Ryberg by R. J. Jones during the graduation ceremony at Guide Dog For The Blind, Inc., San Rafael, CA.

C--Mr. Henry Ryberg and "APS" during in-resident training at Guide Dog For The Blind, Inc.

Photos by: Guide Dog For The Blind, Inc.

Science Curriculum Recognized by Agency

Of the 24 colleges and universities that provided proposals for the agency's Airway Science Curriculum Program, 13 now have been recognized by FAA. The remaining 11 are still under review.

The major purpose of the program is to provide a pool of well-qualified people for future job openings with the agency and other aviation organizations. The curriculum itself consists of two years of general studies including humanities, management, science, math and aviation.

The next two years or so are devoted to one of five areas of concentration including airway science management, airway computer science, aircraft system management (pilot), airway electronic systems and airway maintenance management.

Four of the colleges and universities are in the Great Lakes Region and four in the Southern Region. The AGL schools are University of North Dakota, Southern Illinois University at Carbondale, Kent State University, and Ohio State. Those in ASO are Middle Tennessee State University, Delta State University of Mississippi, Florida Institute of Technology and Auburn University.

The Central Region includes three schools: Parks College of St. Louis University, Kearney State University of Nebraska, and Central Missouri State University. The remaining two are Metropolitan State College of Colorado (Northwest Mountain Region) and National University of California (Western-Pacific Region).



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AFSS Sites Picked

The Acquisition and Materiel Service reports that although there have been no new automated flight service station selections to report in the last several weeks, the program is going ahead in high gear and the regions are continuing the space acquisition process.

In addition to the 25 locations already announced, sites for new automated stations in 25 additional flight plan areas are now being negotiated or evaluated.

Flight plan area meetings should be held over the next several months for the last 11 facilities. The agency is committed to identifying all 61 AFSS locations by the end of calendar year 1984.

A Concrete Answer

Quite possibly the subject will never come up. But just in case someone should ask for the total square footage of runway pavement on public-use airports, we have an answer. According to the Office of Airport Planning and Programming, which multiplied the length and width of 5,456 runways, there are 2,699,321,011 square feet of pavement. To put it another way, that's 61,967 acres or 97 square miles of pavement devoted to airport runways, or roughly enough to cover all of the District of Columbia and most of Arlington and Alexandria, Va., combined. And if you piled all this pavement on top of one another in one-foot blocks, you'd have...well, a very tall tower and almost certainly a hazard to air navigation.

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.

Latest News

On The Pay Front

President Reagan has endorsed a three and a half percent pay hike for Federal GS employees. The raise, which would cost the government about \$1 billion in FY 1984, would become effective January 1 unless Congress disapproves the President's proposal. In the meantime, unless Congress intervenes, Federal employees paychecks will be a bit lighter beginning next month. The average cut in take-home pay will be \$3.20 in each bi-weekly check. The change will be reflected in the second paycheck in October.

It all results from a new way of computing pay rates. Instead of the standard 2,080-hour work year (52 weeks or 364 days times 40 hours a week), the government is switching to a 2,087-hour work year, which matches an annual salary to variations in "compensable days," i.e., the 365th day and leap year.

But the change is scheduled to remain in effect for only two years. At that point, the government will have saved an estimated \$480 million and will revert to the 2,080-hour work year.

Oakland FSS News

Oakland Flight Service Station has just lost our Assistant Manager to Fresno Flight Service Station. George Hioco departed Oakland FSS on Aug. 20 and reported to Fresno FSS on Aug. 22. A no-host cocktail party was held in his honor at the Blue Dolphin in San Leandro on Aug. 19. Good luck, George; we here at Oakland will miss you.....Our Summer Aid, Gema Mendosa, also left us on Aug. 12 to go back to school. Our best wishes go with you, Gema, and don't forget us next summer, OK?.....Congratulations go to Tom Watanabe on his temp. promotion to Assistant Air Traffic Manager. Also our best wishes are extended to Ira Wright and the new Mrs. Lisa Wright. Ira and Lisa were married on Aug. 21 and honeymooned in Mazatlan.....Speaking of trips, Dave Corkrum took a trip to Philly for the Music Box Convention.....Anne Raney is back now from Flight Watch School and is jumping right in there. Welcome home, Anne; you were sorely missed.....We all wish Jim Mead's mother a speedy recovery from heart surgery.

PROPOSED PAY SCHEDULE FOR FEDERAL WHITE-COLLAR WORKERS

GS	1	2	3	4	5	6	7	8	9	10
1	\$9,980	\$9,279	\$9,578	\$9,876	\$10,175	\$10,350	\$10,646	\$10,942	\$10,955	\$11,232
2	10,097	10,337	10,671	10,955	11,078	11,404	11,730	12,056	12,382	12,708
3	11,017	11,384	11,751	12,118	12,485	12,852	13,219	13,586	13,953	14,320
4	12,367	12,779	13,191	13,603	14,015	14,427	14,839	15,251	15,663	16,075
5	13,837	14,298	14,759	15,220	15,681	16,142	16,603	17,064	17,525	17,986
6	15,423	15,937	16,451	16,965	17,479	17,993	18,507	19,021	19,535	20,049
7	17,138	17,709	18,280	18,851	19,422	19,993	20,564	21,135	21,706	22,277
8	18,981	19,614	20,247	20,880	21,513	22,146	22,779	23,412	24,045	24,678
9	20,965	21,664	22,363	23,062	23,761	24,460	25,159	25,858	26,557	27,256
10	23,088	23,858	24,628	25,398	26,168	26,938	27,708	28,478	29,248	30,018
11	25,366	26,212	27,058	27,904	28,750	29,596	30,442	31,288	32,134	32,980
12	30,402	31,415	32,428	33,441	34,454	35,467	36,480	37,493	38,506	39,519
13	36,152	37,357	38,562	39,767	40,972	42,177	43,382	44,587	45,792	46,997
14	42,722	44,146	45,570	46,994	48,418	49,842	51,266	52,690	54,114	55,538
15	50,252	51,927	53,602	55,277	56,952	58,627	60,302	61,977	63,652	65,327
16	58,938	60,903	62,868	64,833	66,798	68,763	70,728	72,693	74,658	
17	69,042	71,343	73,644	75,945	78,246					
18	80,920									

Quality Assurance System Working at SLC Center

The program to use air traffic control computers to help spot operational errors has proved extremely successful in its first month in service at the Salt Lake City enroute center, where the program was developed. Accordingly, the agency has now implemented a similar program at the Miami center and plans a further expansion to the Albuquerque center in late September.

Computer detection of operational errors is a key element in the Air Traffic Service's Quality Assurance Program. According to ATS Director Ray Van Vuren, its purpose not only is to improve detection capabilities but also to increase controller attention and awareness of the need for maintaining required separation at all times.

Although there was some question as to how controllers would react to the new program before it was implemented, SLC center manager Bill O'Neil reports that "There's been no problem at all. They have accepted it just like any other new program. They're proud to show how safe the system is."

In all, the program triggered slightly over 150 alerts during the first five weeks. However, of these, all but two were immediately explained or justified. Most often, they proved to be military aircraft deliberately reducing their separation in order to conduct midair refueling operations. Controllers had already been briefed about these maneuvers and therefore did not react to the alerts.

Tower Contractor Program Expanded

The agency is expanding the program of using private contractors to operate some VFR control towers at low-activity airports from the current two to five. The three towers being added are at Cuyahoga County Airport, Cleveland, Ohio; Philip Billard Airport, Topeka, Kan.; and Merced Municipal Airport, Merced, Calif.

Computerized FAA Projected

Just about every FAA employee has a computer in his or her future, according to the agency's recently published Information Resources Management Plan (IRMP).

Prepared by FAA work groups representing all levels of the agency, the plan says "virtually all FAA employees will be working with a computer in their offices or through a terminal in the next 10 years." It notes that "the ability to use these devices will be an important element in each employee's continued productivity."

The IRMP is FAA's long range plan for applying automatic data processing technology and new telecommunications capability to its management and administrative needs. It includes 11 subplans covering the information requirements in such areas as air traffic, airports, safety, finance and logistics.

For example, the plan says all aeronautical information subsystems in the National Flight Data Center will be integrated, a single focus for managing aviation activity information will be provided, and an automated certification and safety information system will be developed. The budget formulation, allocation, tracking and revision processes will be automated. Discrimination complaints, grievances and other personnel actions will be tracked automatically, and the centralized inventory management system will be accessible to AF sectors.

Then There Were Seven

The number of capacity-controlled airports are scheduled to go to seven on September 1 when quotas are dropped at the two Dallas airports, the two Houston airports, Cleveland and Detroit. Landing restrictions were lifted at San Francisco earlier in the week.

Three of the remaining seven airports will be freed up by mid-November: Philadelphia, Pittsburgh and St. Louis. No dates have been announced yet for LaGuardia, Chicago O'Hare, Denver and Los Angeles.

AF Division Happenings

Congratulations to the following Airway Facilities Division, Establishment Engineering Branch, AWP-450, personnel who recently received awards and promotions: Outstanding with Quality Increase Award - Helen Harris, General Supply Specialist; Quality Increase Award - Larry Gardner, Engineering Technician; Special Achievement Award - Robert Campbell, Electronic Technician; Career Service Emblems - 30 years: Nick Vazopolos, Electronic Technician; 25 years: John Noster; 15 years: Pat Long, Secretary and Doug Booth, Electronic Engineer; Letters of Appreciation - Mickael Agaibi from AWP-510, Brent Freeman, from the San Diego and Manny Amaro, from AWP-9; Promotions - Joe Sanchez, Masayuki Kubo, Ken White, Robert Campbell, Mickael Agaibi and Olga Eiben.

Predevelopmental Program For Air Traffic Control Specialist (Trainee), GS-2152-5

The Air Traffic Control Predevelopmental Program is being reactivated with the first training class to begin in January 1984. The program is one year in length and consists of academic instruction/laboratory exercises and on-the-job training. Applicants must have career or career-conditional status, or be eligible for reinstatement or a Veterans Readjustment Appointment. Three years of general experience or four years of college or a combination of both equalling three years are required. Applicants must pass a written test and a physical exam. All usual ATC medical restrictions apply. Individuals who have reached their 30th birthday will not be considered. For additional information, contact Barbara Perez, Employment Branch, ext. 6296 (FTS 966-6296).

Phoenix TWR/TRACON News

The Love Bug has been working overtime as can be seen by four recent marriages: Carol Ehlert, facility secretary, married George Williams, Area Supervisor; Bob Anderson, TRACON Air Traffic Control Specialist (ATCS), married Pati Winkel, Scottsdale Tower ATCS; and TRACON Controllers Rick Waites and Jerry Covey married non-FAA "civilians". Congratulations to all four couples.....More congratulations are in order for Kirk (TRACON Air Traffic Assistant) and Connie Gagnon on the birth of their beautiful baby daughter, Gabrielle. Controller Bruce and Christine Rigney welcomed a baby boy whom they named Troy.....Awards: Since the first of the year, Quality Increase Awards have been presented to James Johnston, Dewey Malmin, Rita Maxwell, Bob Maxwell and Roger Stoddard, while Special Achievement Awards went to Martin Hardy, Jerry Moore, Glen Ray, Ron Syens, Aubrey Warren and George D. Williams.....Personnel Changes: Darrell Young is Acting Assistant Air Traffic Manager, Ray Shouse is Acting Area Manager and Norm Cyphers temporary Plans and Programs Specialist. Dee Thompson was promoted to Area Supervisor at Phoenix Tower while Norm Doetsch, Gary Gilmore and Norm Ballard were selected for GS-14 ATCS, TRACON. Transfers include Dale Frehafer and Albert Cronin from Deer Valley Tower and Melvin Johnson from Scottsdale Tower. Thanks to the dedication of the Training Department, their OJT instructors and their own efforts, Dave Hampshire, Dan Nelson and Brad Uhl are now Full Performance Level ATCSs, having fully checked out in approximately one and a half years! Dante Edwards transferred to Reno, Nevada, Tower for fun in the snow. Jay Moyer, Phoenix Tower Air Traffic Assistant, was recalled by Western Airlines after almost a year and left FAA to sit at an airplane's controls.

Computer Training Begins In FAA Facilities

The Department of Defense Computer Institute has agreed to teach a computer familiarization course to FAA maintenance and manufacturing inspectors at five of the agency's regional headquarters. The program stems from an Office of Airworthiness request to provide such training for inspectors who are facing an ever-increasing number of industry computer applications in the field.

Sessions will start in October at regional offices at Seattle, Los Angeles, Kansas City, Atlanta and Fort Worth. The course will include some hands-on training using FTS tie-lines to the DODCI main-frame computer in Washington, D.C.

This is the first time DODCI has arranged to give on-site training to a civilian agency, although FAA has been sending employees to classes in Washington for years. The new arrangement will permit the agency to train more people at less cost.

From Our Readers

A former military controller, who recently celebrated her one year anniversary as an FAAer, thinks more employees ought to speak up about the positive aspects of their work environment. So, Cynthia Lee Hiles has written INTERCOM to express satisfaction with the camaraderie she has found working with FAA as a military controller in the St. Louis tower and then as a full-fledged agency employee in Dubuque, Iowa.

"I am fortunate to be associated with such professionals as in Dubuque and St. Louis. They are willing to assist and instruct as necessary. Empathy is considered a rare trait. However, these men have not only acquired it but also use it to the fullest extent to make the learning process a very effective and comprehensive experience for the developmental. This letter is just my way of saying thanks to the guys."

Comments Asked

Over the next decade, FAA controllers and FSS specialists can look forward to working with "the finest system for collecting, processing, communicating, and displaying weather observations and weather forecasts that modern technology can provide."

That's the bottom line conclusion of the FAA's Aviation Weather System Plan that was circulated for comment at a Washington, D.C., meeting with aviation user groups on August 18. The agency hopes to complete action on the draft document by the end of October.

The plan spells out both short- and long-range projects "to improve the accuracy, availability and timeliness of aviation weather information." Nearterm programs include expansion of the Hazardous In-flight Weather Advisory System, procurement of 51 additional low-level wind shear alert systems and completion of the installation of radar remote weather display systems in en route centers and designated FSSs.

In the longer term, the plan provides for coverage of the entire country by a network of radars designed specifically to provide meteorological data; every airport served by heavy aircraft will have the radar capability to detect wind shear, microbursts and turbulence; and every airport with a precision instrument approach will have an associated automated surface weather observations system.

The plan also notes that controllers will be provided with special displays of severe and hazardous weather on their plan view displays, and winds aloft forecasts will improve dramatically with the introduction of remote sensors such as vertical doppler profiles radar.

Additional improvements in weather services will result from the automation of the FSS network, implementation of the Mode S radar beacon system with its automatic data-link capability, installation of weather processor complexes in the en route centers, and completion of the National Airspace Data Interchange Network.

Vince Mellone Farewell Party

After nearly nine years at the helm as Chief and Facility Manager of Bay TRACON, Vincent Mellone is leaving us for new challenges as Air Traffic Manager at Oakland Center. Please join us for a rousing send-off for Vince:

DATE: Thurs., Oct. 29, 1983.

PLACE: NAS Alameda Officers Club, Terrace Room, Alameda, CA.

TIME: No host cocktails at 1830, Dinner at 1945.

COST: \$10.50 per person, price includes tax and tip.

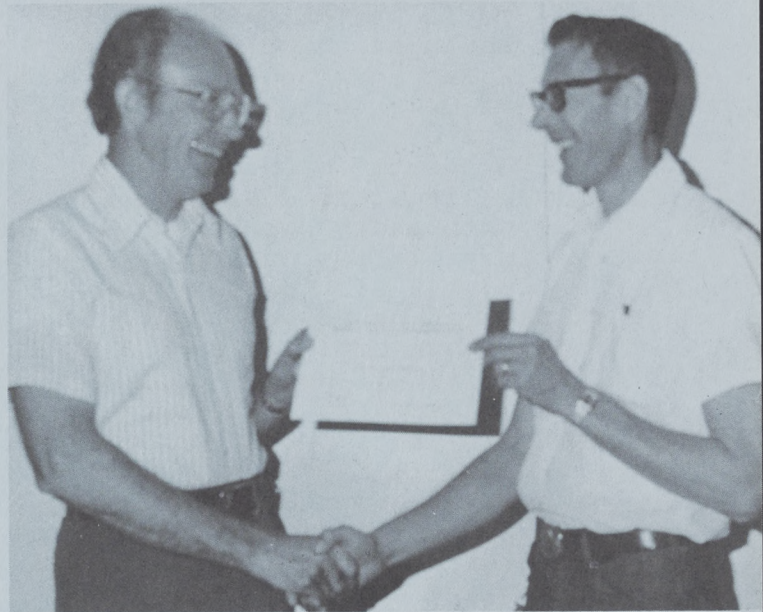
MENU: Roast beef and roast turkey buffet.

For reservations and further information please contact Susan Flood at Bay TRACON, 415/273-6005 NLT 1600, Sept. 27, 1983. Gift contributions will be accepted.

Allan Ashbury Promoted

Allan Ashbury, Flight Standards Division, Operations Section, AWP-252, has recently been promoted and transferred to the Los Angeles Flight Standards District Office as the Manager of the Operations Unit. Allan began his FAA career in 1973 in the Honolulu FSDO as an Aviation Safety Inspector. In 1976 he transferred to the San Francisco ACDO, first as an assistant to the Principal Operations Inspector on Hughes Air West, and then as an Airman Certification Inspector assigned to the DC-9 and B-727 aircraft. In 1980 he came to the Regional Office as the Air Carrier Operations Specialist in AWP-260. With the reorganization of the Flight Standards Division, AWP-200, he has most recently filled the position of the Operations Unit Coordinator in AWP-250. Besides being type rated in the DC-9 and B-727, Allan is certified to fly helicopters, balloons, and is an Airframe and Powerplant Mechanic.

Keith Neely Receives SAA



Keith Neely (right), Maintenance Mechanic, Las Vegas AFS, was presented a Special Achievement Award for outstanding performance during the period June 13, 1982 - June 12, 1983. Dean DeShazo, Sector Manager, made the award presentation.

Lake Tahoe ATCT Happenings

Summer finally arrived in the high Sierras, and we have all been enjoying a brief respite from winter and a record snowfall.

Air-Cal Airlines began DC-9-80 jet service to Lake Tahoe on May 15 with 48 flights a week between Burbank, Orange County, Los Angeles, San Jose, Oakland, San Francisco, and Las Vegas. Air-Cal joins Pacific Coast Airlines who began service to Lake Tahoe November 1, 1982.

Congratulations are in order to Karl Klemm, who was recently selected for Stockton Tower; to Jim Dunn, who received a letter of Commendation; and to Wayne Stratton for a Special Achievement Award and for his completion of twenty five years of Federal Service.

Don Mears Promoted

Donald L. Mears, an Air Traffic Control Specialist at the Federal Aviation Administration's Ontario Terminal Radar Approach Control (TRACON) at Ontario International Airport, has been promoted, it was announced recently by James A. Holtsclaw, Air Traffic Manager.

Along with the promotion goes the responsibilities of supervising a team of 3 - 5 Air Traffic Control Specialists at Ontario.

Don has been employed by FAA since April 1971. Before coming to Ontario TRACON, Don worked at Lindberg Air Traffic Control Tower in San Diego. In 1979 Don worked at Torrance Tower and then returned to Ontario in 1980. After the Air Traffic Controller strike, Don went on a temporary detail to San Francisco (BAY TRACON) for seven months. Don resides in Upland with his wife Debra, son Jeremy and daughter Tiffany.



Oakland AFS Awards

Congratulations to the following Oakland Airway Facilities Sector personnel who recently received awards: Quality Increase Awards - Paul Milani, Concord Sector Field Office Manager and Deloris Anderson, General Supply Specialist; Career Service Emblems - 35 years: Paul Maxwell; 25 years: Emmett Larsen; Letters of Appreciation - Tom Hand, Technician-In-Depth, from the Red Bluff Sector Manager, for his able assistance on the 2nd Generation VORTAC problems; Emmett Larsen, Technical Support Officer, from AWP-400, in recognition of the fine work that he did in the 2nd Generation Program; Rocky Riberl from V. Mellone, Bay TRACON Manager, for designing and installing coordination status boards for the Air Traffic controllers.

Loren Kirkeeng Retirement

Dinner/Dance Oct. 21

You are invited to a dinner/dance in honor of Loren Kirkeeng, longtime chief of the Phoenix TRACON and currently the Air Traffic Manager of the Phoenix Tower/TRACON, who is retiring from the Federal ranks after 32 years of exceptional service.

The semi-formal dinner/dance will be held Oct. 21 in the Grande Ballroom of the Pointe Resort, located in north Phoenix at 7677 North 16th Street. A no-host cocktail party in an outdoor garden patio setting adjacent to the Grande Ballroom will begin at 6:30 p.m. The banquet will begin at 8 p.m. and dancing will follow. The cost, including gratuity, tax and gift, is \$18 per person. Please make checks payable to "FAA Retirement Dinner" and send to Phoenix TRACON, 2800 Sky Harbor Blvd., Phoenix, AZ 85034. Overnight accommodations may be made with the Pointe Resort, toll free 800/528-0428, or other Phoenix locations through the Phoenix TRACON, commercial 602/261-3684 or FTS 261-3684. RSVP with reservations paid by Oct. 7, 1983, please.

