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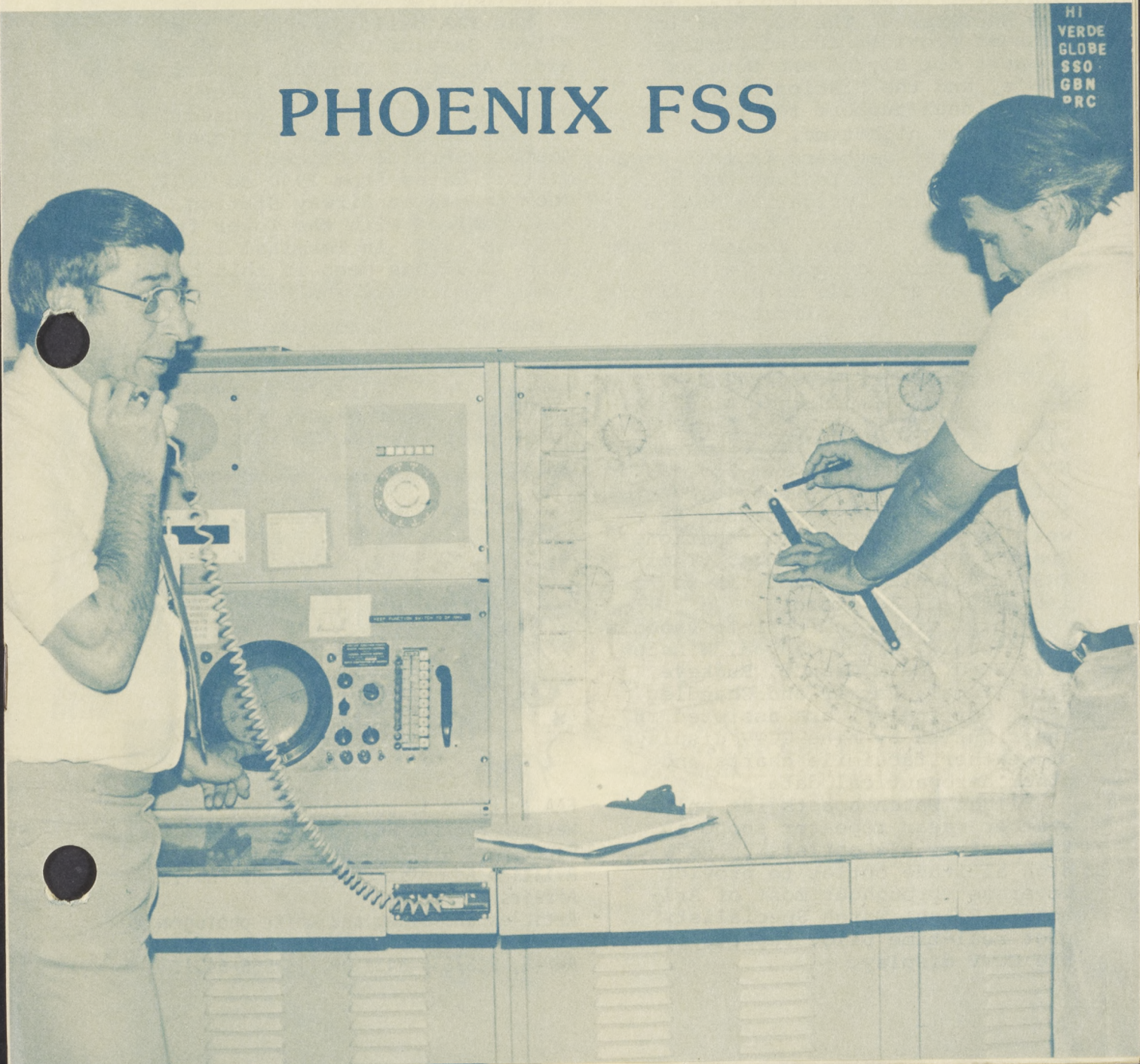
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Western-Pacific Region
Los Angeles, CA 90009
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US Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

PHOENIX FSS



COVER STORY

The Phoenix Flight Service Station is a Level III FSS that provided 519,800 flight services in the State of Arizona during 1982. Present staffing includes Air Traffic Manager Ken Secrist, Assistant Air Traffic Manager Turrell Wilson, four Area Supervisors, 24 Station Controllers, five Flight Watch Specialists, three teletypists, and one Secretary. The Air Traffic Manager provides administrative support for Blythe and Douglas FSS's, and the Station provides operational support for Yuma FSS during the nighttime.

The first settlers in this area were the Hohokam Indians who built the network of irrigation canals still in use today. The Indians disappeared. Today, Phoenix stands as a majestic metropolis with a population of close to one million people. A new civilization from the ashes of the past in the "Valley of the Sun."

The first flight into Phoenix was in 1927. Sky Harbor Airport is now a major hub with a Flight Service Station, TRACON/Tower, and a National Weather Service Forecast Office in close proximity. Twenty-two airlines service Phoenix as well as a very active Air National Guard Air Refueling Group. This FSS serves as NOTAM and tie-in for 148 airports in Arizona.

VORTAC lines coming into Phoenix are Phoenix, Grand Canyon, Winslow, Gila Bend, Casa Grande, Buckeye, Bard (Yuma), Parker and Chandler AFB. Controllers are assisted in their duties by nine CCTV displays of weather facsimile charts and other aeronautical data.

Flight Watch boasts the only weather radar repeater scope in the region, six outlets, plus a high altitude outlet to provide coverage throughout most of Arizona. Flight Watch Specialists plot real-time pilot reports for the CCTV display.

There are eight pilot weather briefing positions, two air-ground positions, and each is equipped with CCTV and a CRT Service A weather display and keyboard, controlled by the SAS-200 Computer System.

Besides normal FSS radio frequencies, nine remote communications outlets serve the central state and the Direction Finder provides local emergency assistance when required.

The FAA building houses the Flight Service Station, Terminal Radar Approach Control and Airway Facilities repair facilities. At one time, the building housed the Phoenix ARTCC and the National Weather Service Office. Facility history dates from 1940 to 1951, when it was an Airway Station. It was combined with the Tower from 1951 to 1958, in Terminal 1 and since 1958 has been in this building. Tomorrow...who knows.

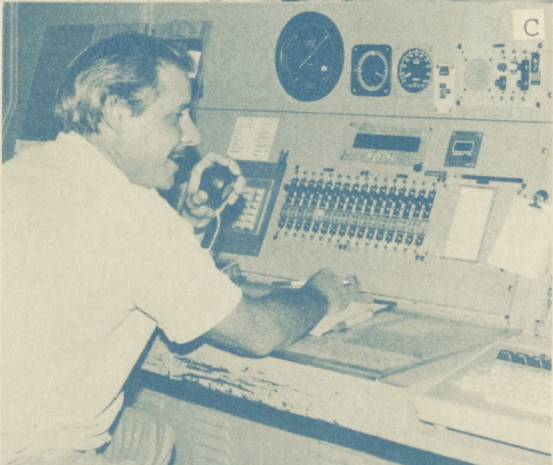
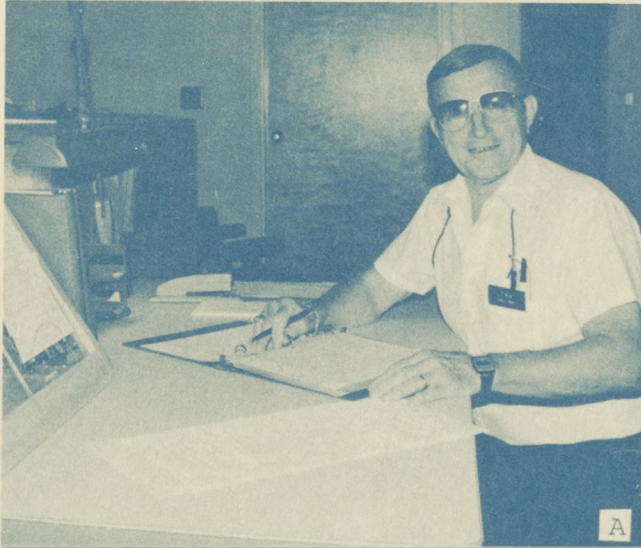
Cover photo: Jerome Barila (left), Area Supervisor, Phoenix FSS, and Richard Cline, Air Traffic Control Specialist, Douglas FSS, making a Direction Finding (DF) plot. Cover photo by Ron Speight.



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PHOENIX FSS THE PEOPLE



A--Chet Gray, ATCS, confirms a reservation for an IFR flight.
B--Rose Ludwick, ATCS, at Preflight.
C--James Thomas, ATCS, working the Inflight position.
D--Hideo Taniguchi, ATCS, at Preflight.
E--Elsie Stevens, Secretary, hard at work with administrative duties.
Photos by Ron Speight & Karl Snyder.

MORE PHOENIX FSS



- A--Ron Speight, ATCS, silhouetted against weather charts.
- B--Wally Upton, ATCS, at Preflight.
- C--Gary Gentry, ATCS, providing pilot weather briefings.
- D--June Libby, ATCS, providing a pilot weather briefing.
- E--Ken Secrist, Air Traffic Manager.

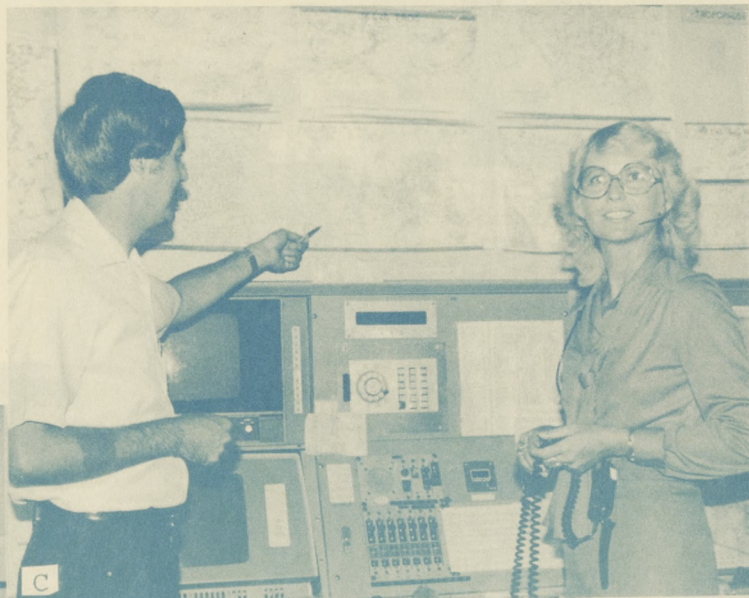
Photos by Ron Speight & Karl Snyder

MORE PHOENIX FSS PEOPLE

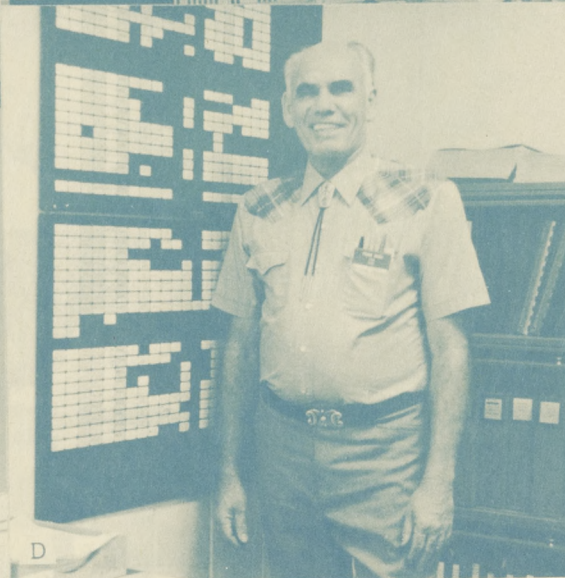


A

B



C



D

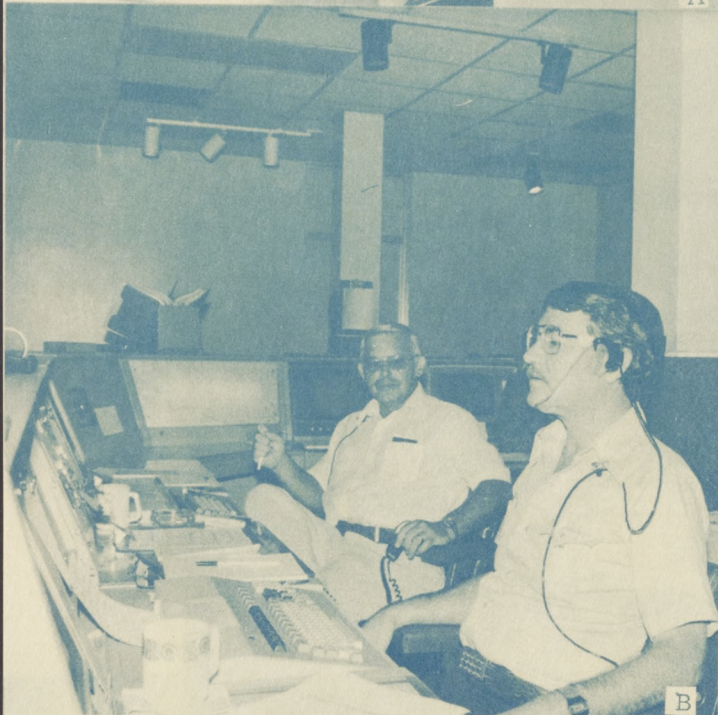


A—Jerome Barila, Area Supervisor in the operations area.
B—Richard Mercado, ATCS, at the Flight Watch position.
C—June Libby, ATCS, being provided a preduty by Johnny Grayson at Flight Watch.
D—Frank Moss, Evaluation and Proficiency Development Specialist, updating the training status board.
 Photos by Ron Speight and Karl Snyder.

STILL MORE PHOENIX



A



B



C



D

A--John Rupp, Teletype Operator, hard at work.

B--Orlis Howe (left) and Dennis Leckington at Preflight position.

C--Air Traffic Control Specialists Chet Gray, Orlis Howe and Charles Brock enjoy a break.

D--Frank Moss, EPDS, and Richard Cline, ATCS, at the Flight Data position.

Photos by Ron Speight and Karl Snyder.

San Francisco AFS Happenings



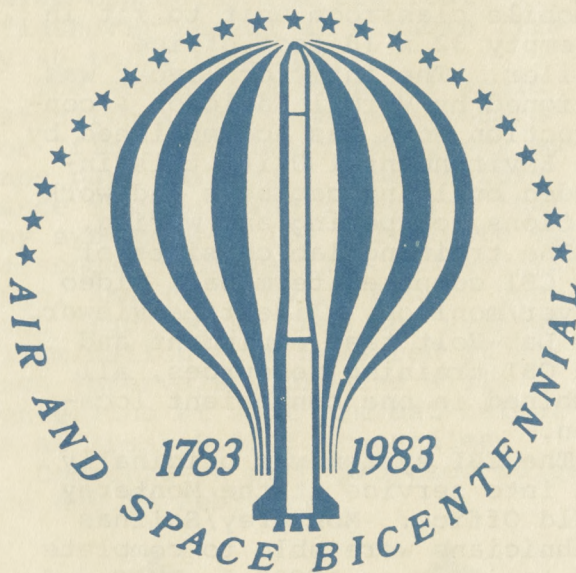
San Francisco Airway Facilities Sector welcomes aboard John Bowman, new Manager, Paso Robles Long Range Radar Field Office and Varti Patton, Administrative Services Clerk..... We are sad to report losing three employees: Janet Neely, William Lehew and Karl Kraus. Janet and Bill have left the agency and Karl has transferred to Lancaster Airway Facilities Sector..... Russell Anderson, Paso Robles ARSR, received a Special Achievement Award for his special efforts during the time Paso Robles ARSR was without a manager..... Quality Increase Awards with Outstanding Ratings were received by Alex Gulyas, Environmental Technician-In-Depth and Al Cook, Radar Technician-In-Depth.

A--Harvey Finwick (left), Electronic Technician, Paso Robles Nav/Comm Field Office, was presented a Quality Increase Award from Ken Pirl, Assistant San Francisco Airway Facilities Sector Manager.

B--Art Day (left), Paso Robles Nav/Comm Field Office Manager received a Quality Increase Award from Ken Pirl.

Maui Tower News

Congratulations to Ward Orsted who was just selected as Area Supervisor at Maui Tower. He was formerly the Area Manager at Molokai Tower.....Also, well done to Tim Cripe and Rick Durham who just reached full performance level status.....John Dobyms and Jerry Thames have just certified on Departure Radar along with Randy Ching and Dave Bender who checked out on Local Control.....Good luck to Jeff Chin, in training for his third Honolulu Marathon.....Kudos to all personnel as Maui Tower just recorded its highest instrument count ever during last August.



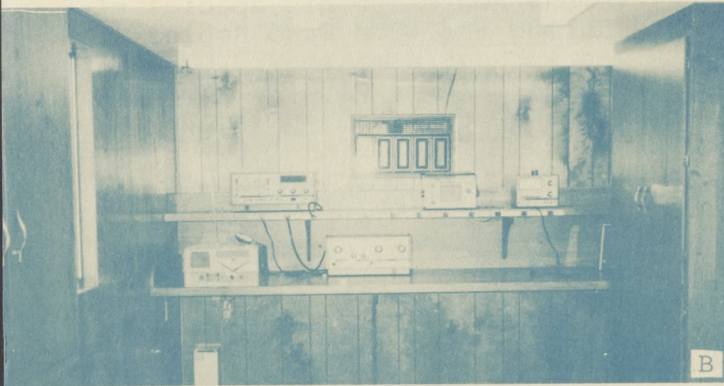
CBI

Mobile

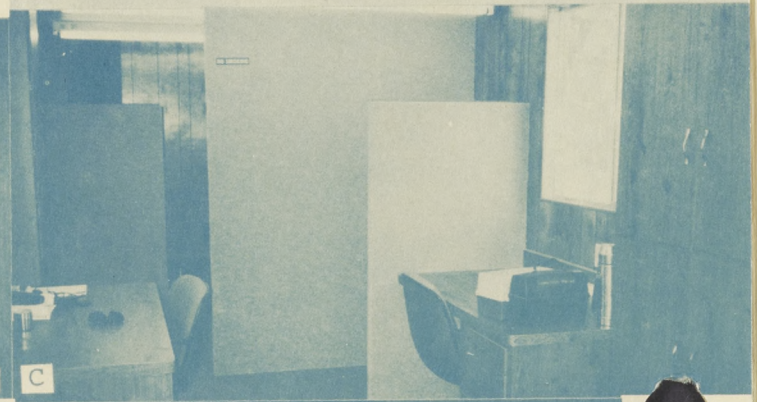
Classroom



A



B



C

San Francisco Airway Facilities Sector has taken Computer Based Instruction (CBI) training one step further by taking the classroom to the student. Our outstanding Technical Support and Environmental Support Units designed a mobile classroom unit to fit in an empty 32 x 10 foot office trailer. The interior layout was designed by Virgil Davidson & construction work was accomplished by the Environmental Unit; this included building cabinets and work stations, carpeting and wiring.

The training lab consists of the CBI computer terminal, video player/monitor, slide/tape viewer, the Lab-Volt test equipment and the CBI training resources, all combined in one convenient location.

The CBI system was originally put into service at the Monterey Field Office. Monterey/Salinas technicians were able to complete CBI training on ATCBI-5, BUEC and (continued on page 9)



D

A--CBI Mobile Classroom at Paso Robles.

B--Test equipment end of trailer.

C--Work station in the mobile classroom.

D--John Langacker, Electronic Technician, Paso Robles Field Office, at terminal in trailer.

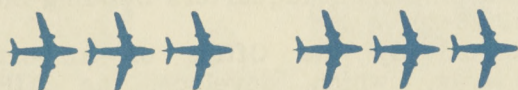
(continued from page 8)

Communications Equipment Phase I, for credit. This resulted in substantial financial savings to the agency, in addition to easing the disruptions to a student's family life required by long training away from home.

After about six months at Monterey, the CBI equipment was installed in the remodeled trailer and was moved to Paso Robles Airport where it is serving the Paso Robles Nav/Comm and Paso Robles Long Range Radar field offices. Currently two students are enrolled in ILS/VOR Principles, one in REIL/MALS and others are waiting to "man the keyboard".

The advantages of a mobile classroom are numerous: less cost to the agency for travel, less disruption to family life, more flexibility for scheduling classes, the ability to take advantage of refresher training, use of technician's skills in putting the system "on line", being able to complete field training in remote locations, and having more local control in planning training schedules to work around workloads and emergencies.

The sector plans to move the CBI mobile classroom to other field locations that have a need for some sustained local training.



Fall Back

It's time again to put back the clock one hour. Most of the country returns to Standard Time at 2 a.m., Oct. 30. Those employees working the night shift during the change will be paid for the actual number of hours worked. A few FAAers will not be affected because Daylight Savings Time is not observed in Arizona, Hawaii, Puerto Rico, the Virgin Islands, American Samoa and parts of Indiana.

New Fire Safety Rules Proposed

The agency has proposed two new rules designed to increase the chances of passengers surviving an aircraft fire.

One would require installation of airline seats covered with fire-blocking layers that make them more difficult to burn. The purpose is to delay the spread of fire and give passengers and crew more time to evacuate a burning aircraft. Airlines would have three years from the effective date of the final rule to install the new seats.

The second proposal calls for the installation of a new emergency lighting/marketing system. It would be located near floor level to guide passengers and crew to the exits when smoke has filled the cabin and obscured overhead emergency lighting. Compliance would be required within two years of the adoption of the final rule.

The fire-blocking-layer concept involves the use of a thin layer of highly fire-resistant cloth or foam material to completely encapsulate and protect the polyurethane seat cushions. FAA tests have shown that the use of this fire-blocking layer can delay the critical "flashover" point in a cabin fire by 40 to 60 seconds.

The second FAA proposal would establish a performance standard for "floor proximity emergency escape path marking." The performance standard would require that any system used (1) illuminate each passenger exit marking and location sign, and (2) provide enough general lighting so that the average illumination when measured at 40-inch intervals along the aisle centerline at seat armrest height is at least 0.05 foot-candles.

Comments on both proposed rules are due in February.



NAS Plan on Schedule

The cutback in facilities and equipment funding in the Fiscal Year 1984 budget from \$1 billion to \$740 million will not delay implementation of the National Airspace System Plan. That's the word from the Administrator, who told the Electronic Industries Association recently that several NAS Plan programs scheduled for obligation late in FY 1984 "could be deferred a few months with no significant impact on the overall NAS Plan schedule.

"Therefore, I intend to place the entire \$1 billion budget request into the procurement phase this year and defer the last \$250 million of awards into FY 1985," he said. "To accommodate this deferral into FY 1985, I am asking for an additional \$250 million in the FY 1985 budget request. This means we will be proceeding with several programs without 'up-front' funding. In this manner I can keep the NAS Plan schedule essentially intact."

As a further indication of the NAS Plan's visibility, the Administrator cited the recent contract awards for the host computer and ASR-9 and the impending awards for the microwave landing system and Mode S radar beacon system. "As of now," he added, "I have signed off on approvals for approximately \$2.9 billion of the new system."

SAA for Liz Lewis

Liz Lewis, Secretary, Personnel Management Division, Training Branch, has received a Special Achievement Award for her outstanding work on this region's Self Development Program. The Self Development Program is covered in WP N 3115.9. This program allows employees to attend after hours training courses which are job related or career development and be reimbursed after successful completions. Congratulations to Liz for a job well done.

Per Diem For Travel Outside The Continental United States

Computation of per diem for travel outside the continental United States when quarters (Government or Government Contractor) are furnished at no cost to the traveler and when three meals or less than three meals are furnished, provisions in the Travel Manual, DOT 1500.6, par. 748d applies. Allowable per diem is as follows:

1. Quarters furnished without meals50% of locality rate.
2. Quarters furnished with three meals.....15% of locality rate.
3. Quarters furnished and breakfast only.....45% of locality rate.
4. Quarters furnished and lunch only.....40% of locality rate.
5. Quarters furnished and dinner only.....30% of locality rate.

AIP Standards Studied

When FAA airport engineers get together, they talk about things like the standards and policies for construction under the Airport Improvement Program (AIP) as well as design and construction problems encountered in the field. At least, those were among the principal topics of discussion at an airports engineering workshop held in the Washington headquarters building on Sept. 26-30.

Hosted by the Office of Airport Standards, which develops the AIP standards, the workshop drew engineers from eight regional offices, five airport district offices and the FAA Academy, as well as headquarters.

Highlighting the workshop on Sept. 27 was a visit from Deputy Administrator Fenello, who told the engineers that they are making an important contribution to the nation's aviation system and that their diligence is appreciated by all.

AIP provided some \$790 million in grant funds for capital improvements at airports in FY-1983, and by FY-1987 this figure is expected to jump to slightly over \$1 billion.

Gary Blom Receives Award

Gary Blom (left), Principal Operations Inspector, San Jose General Aviation District Office, was presented a Quality Increase Award with an Outstanding Rating from Operations Unit Supervisor Gerald Pennington. Gary has been with the San Jose GADO for seven years and has been a Principal Inspector for the past three years.



Accident Prevention Program Recognition For Joe Ganser

Joe Ganser (left), Area Manager, National Weather Service, Reno, was recently presented a Certificate of Recognition for his participation in the Accident Prevention Program in the Reno General Aviation District Office area by E. A. Ritter, Reno GADO Manager.

Sacramento FSS

Congratulations to Marvin Johnson and John Prior who recently received Special Achievement AwardsWelcome aboard to Steve McKinty from Santa Barbara; Richard Mauck from Livermore Tower; and Glen Hotrum from the FAA Academy. Glen received the highest score in the AWP FSS Class.....Farewell to Jerry Kolterman and James Hafeman, off to Marysville Flight Service Station; Wayne Rodrigues to Oakland Flight Service Station as Deputy Manager; Barbara Belew to Sacramento Executive/Sacramento Metropolitan Towers performing administrative duties for both facilities; and Dean Spring to Arcata Flight Service Station as Manager. Ralph Guerriero is Acting Manager until a new manager is selected for the Sacramento Flight Service StationCongratulations to Mr. and Mrs. Steve McKinty. Steve is the proud father of a healthy nine pound bouncing baby boy. Mother and baby are doing fine.....Tara Grant was on loan to Reno Flight Service Station to help out with the Reno Air Races.....Darrell Scheidegger is recuperating from surgery at this time. It may be some time before he is able to pull that bow.

Civilair News

- Discount memberships are available for Jack La Lanne's European Health Spas for FAA employees. Applications are available at the Civilair desk on the fourth floor of the Regional Office.
- Perry J. Truman Co. in West Los Angeles and Glendale are offering memberships to FAA employees. They are a wholesale buying service for such items as: appliances, carpeting, jewelry, furniture, etc. The membership application (no registration fee is required) is available at the Civilair desk.
- WBS, a private membership specialty department store, located at 12575 Beatrice Street, Los Angeles (near the FAA Western Federal Credit Union on Beethoven Street) is allowing FAA employees to shop in its showroom. Present your FAA I.D. card to receive your membership card. The Civilair desk has brochures for further information.

Video Equipment Delivery To Field Facilities

Ninety new video players and monitors are being sent to selected field facilities. Many facilities have already received this new equipment. Several video tapes are also being sent to these same facilities to get the video program going. Last February, Training Branch, AWP-17, published the "Western-Pacific Region's Audio/Video Catalog", containing over 560 tapes/films (WP-N 3000-44). This Notice was distributed to all AWP offices throughout the region. If your office would like a copy, just give the Training Branch a call and ask for Glinda; she will be glad to send you a copy (FTS: 966-6220).

Brackett Chit-Chat

The stork has been making touch and go's at Brackett Tower lately. Randy Love and his wife, Mary, are the proud parents of little Danika, born on March 14. Friday, May 13, was a lucky day for Dave and Sue West who welcomed their new baby daughter, Alicia Kimberly. Congratulations are also in order for Mark Scott and his wife, Chris, who were blessed on May 20 by the arrival of Thomas James. Last but not least, Victoria Biggers delivered the news that the stork is expected to fly over Brackett once again on or around next March 15..

...Special Achievement Awards presented to Victoria Biggers and Mark Scott for their outstanding work, were received with smiles as was a Certificate of Appreciation given to the tower crew by the Brackett Airport Association.....Congratulations mixed with good-bys go to Brian Viselli who is now training at Los Angeles Tower and to Mark Scott who left for Indianapolis Tower. Randy Love will be leaving Brackett soon bound for the Oklahoma City Radar Training Facility and then on to Edwards RAPCON. With all these people moving on to bigger and better things, it is with great relief that we welcome newly certified controllers Craig Day, Paula Jakubowski, Jeff Acord and Dave Humphrey.....The airport has seen some changes lately with new hangars sprouting up on the south side of the field and new parking areas on the north. New run-up areas and taxiway lights are planned. The much delayed and long awaited Instrument Landing System (ILS) was finally scheduled for certification on Sept. 29, just in time for the rainy season

Recently the airport and tower crew were the subject of a feature article in the Pomona Progress Bulletin.

