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# Western-Pacific Intercom



**SACRAMENTO**

**METRO**

## Cover Story

Sacramento Metropolitan (Metro) Tower is one of the more beautiful structures serving the air traffic needs of our Western-Pacific Region.

Metro Tower was commissioned in 1967, timed to open with the then new Metropolitan Airport. Prior to this time, all civil aviation, general and commercial, was conducted from the Municipal Airport now known as Sacramento Executive Airport. (See INTERCOM 83-48, Dec. 5, 1983, for Sacramento Exec's story.)

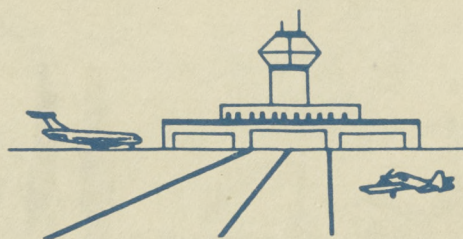
The new airport and tower brought a new dimension of safety to Sacramento because it, in effect, removed the large commercial carriers from the smaller General Aviation traffic -- largely eliminating the wake turbulence hazard which was of constant concern on Municipal's three crossing runways. Metro grew from a Level I to a Level II VFR tower. Still called by its VFR name, in reality there wasn't much VFR (Visual Flight Rules) happening around Metro. For the most part, one-third of the traffic was air carrier receiving full IFR (Instrument Flight Rules) services, another third was airline or military large aircraft training flights, which also received either full IFR or TRSA (Terminal Radar Service Area) services. The final one-third was commuter or General Aviation air taxis operating IFR or taking advantage of TRSA services also -- so, as you can see, actually only five percent of the total traffic could be classified as full VFR operations.

Metro is a very modern, up-to-date tower equipped with a Brite alpha-numeric Radar System and is obviously a "well-cared-for-tower" thanks largely to the people who work there and some very concerned Airway Facilities types who want Metro to remain one of the more beautiful towers in the Western-Pacific Region.

The Facility Manager is Vic Katz. His staff consists of Area Supervisors John Foster, Bob Newark and secretary Barbara Belew. Controllers are: David Andrew, Gordon Brewer, Mary Cummins, Greg Davenport, Jonathan Ebeling, Wayne Fogleman, Roy Johnston, Jerome Katz, Charles Kuennen, Ronald McCoy, Jack Otley, Terri Pfannkuche, Wendell Shrabel and Alan Wakefield.

Cover photo: Sacramento Metro (SMF) Tower personnel, from left--Jack Otley, Air Traffic Control Specialist; Terri Pfannkuche, Developmental; Vic Katz, Facility Manager; Roy Johnston, Air Traffic Control Specialist; Jon Ebeling, Developmental; Mary Cunnins, Developmental; and Barbara Belew, Clerical Assistant.

All photos by Roy Johnston.



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# SAC Metro Manager Honored By Own Employees

During the year, countless Letters of Appreciation are presented to employees from their supervisor. Last year, however, we saw a turn-about as employees at Sacramento Metro Tower presented a Letter of Appreciation to their supervisor, Vic Katz.



Vic Katz (left) is congratulated by Regional Director H. C. "Mac" McClure.

INTERCOM is pleased to share this letter with you:

"Dear Mr. McClure,

There is a facility manager who we feel should be recognized for his outstanding relationship with his Area Managers, controllers, and the entire airport community. In our combined years as CAA/FAA employees at various facilities, we have never had a facility chief/Manager that even approached this man's ability to motivate his people and to command respect by his actions and demeanor. He is a leader by example, not verbal orders. This facility has the respect of all the professional people with whom he comes in contact.

Mr. Victor Katz, Facility Manager, Sacramento Metropolitan Airport Tower, is the man of whom we speak. Mr. Katz has our complete respect and total admiration in the way he conducts the Agency's business. He is never too busy to listen if someone wants to talk about either facility business or business of a more personal nature.

Sacramento Metropolitan Tower is very visible to the public, and we feel, contributes greatly to a strong and desirable FAA image. We are extremely proud to be associated with this facility and Mr. Katz.

Sincerely,

(The employees at SAC Metro)"

Vic Katz has had a long and distinguished career in the CAA/FAA and last year completed 30 years of Federal service. He started at the Salt Lake City Tower in 1952. From there it was Portland, Burbank and Los Angeles. Then, in 1961, Vic transferred to Mather RAPCON. When that facility moved to McClellan AFB in 1964, Vic was part and parcel of the transfer. In 1967 he transferred to the Sacramento Executive Tower and in 1975 became chief of the Santa Rosa Tower, returning to Sacramento in 1977 as chief of Metro Tower. Vic has long been a leader in the FAA's Aviation Education effort and continually receives accolades from educators and students alike. Hats off to Vic Katz!

# SAC Metro

A--Developmental Air Traffic Control Specialist Terri Pfannkuche.

B--Area Supervisor Bob Newark.

C--Greg Davenport, Air Traffic Control Specialist, working a local control position.

D--Wendell Shrabel, Air Traffic Control Specialist, giving weather at a ground control/flight data/clearance delivery position.

Photos by Roy Johnston.



# The People:



A--Facility Manager Vic Katz (left) working with Developmental Chuck Kuennen at a local control position.

B--Jack Otley, Air Traffic Control Specialist.

C--Ron McCoy, Air Traffic Control Specialist.

D--Kent Wakefield, Air Traffic Control Specialist.

E--Area Supervisor John Foster.

## Central Flow Gets New Computers/Displays

The first phase of an ambitious modernization program for the Central Flow Control (CFC) Facility in Washington headquarters will go "on line" December 31. At that time, flow control computer operations will be switched from an old IBM 9020 located in the Jacksonville en route center to a more modern unit located at the FAA Technical Center in Atlantic City.

The new main computer, which will be linked by landlines to the CFC, is an IBM 4341 with eight times the storage capacity of the 9020 it replaces. The Jacksonville computer was the prototype for the en route computer systems. Delivered in the late 1960s, it was later replaced at Jacksonville by a more powerful 9020.

In addition to the 4341, which was previously used as an administrative computer at the Aeronautical Center, a PDP 11/14 computers also will become operational at the end of the month. This unit is specially developed as communication processors and is also located at the Technical Center. All this state-of-the-art electronic gear will make possible two-way communication directly between CFC and 9020 computers located at FAA's 20 en route centers. Previously, the en route computers could communicate directly with Washington but not vice versa.

Besides the remotely located computer, CFC also is getting new Apollo displays. Six of these bigger, clearer displays, that are themselves micro processors, already have been installed.

Getting ready for the computer switch-over has taken months. Since April, air traffic and Technical Center specialists have been modifying the CFC program to run in the new computer. Eastern Region will assume maintenance of the facilities. According to John Richardson, manager of Air Traffic's Data Systems Branch, the program has been supported by scores of Technical Center employees. The ATC Automation Division in the Program Engineering and Maintenance Service (APM-200) is providing overall management of the project.



## Pay Change Cuts Salary

Beginning January 8, Federal salary checks will be calculated in a new manner. The recalculation will save the Government about \$240 million a year and will result in a \$3.20 cut each pay period for the typical Federal employee.

Essentially, the change involves calculating pay on the basis of a 2,087-hour, work year instead of the 2,080-hour, work year currently used. The change will not have any impact on the way employees earn sick leave or annual leave, nor will it affect their service computation time for retirement purposes.

The new calculation method originally was scheduled for implementation on October 1, but was delayed three months so the cut would be absorbed by the 3.5 percent pay raise that also takes effect in January.



## Winter Flying Warning

With Old Man Winter already taking up residence in some parts of the country, the National Transportation Safety Board has issued an accident report that should serve to remind pilots that winter operations often require special precautions. The January 1983 accident involved a Republic Airline Convair 580 that struck a snowbank after landing at Brainerd, Minn., with the death of one passenger when a broken propeller blade penetrated the cabin.

The Board said the pilot, who was making an approach during low ceiling and visibility conditions, attempted to position the airplane to land in the center of the runway, but over corrected and touched down on the right side of the slippery snow-covered runway.

It ruled the probable causes of the accident were "the failure of the captain to properly align the airplane with the runway in sufficient time to allow a touchdown with no drift and the position of a snowbank on the edge of the runway the height of which exceeded that specified by regulation."

THE WHITE HOUSE

WASHINGTON

August 30, 1983

MEMORANDUM FOR FEDERAL EMPLOYEES

SUBJECT: Unauthorized Disclosure of Classified Information

Recent unauthorized disclosures of classified information concerning our diplomatic, military, and intelligence activities threaten our ability to carry out national security policy. I have issued a directive detailing procedures to curb these disclosures and to streamline procedures for investigating them. However, unauthorized disclosures are so harmful to our national security that I wish to underscore to each of you the seriousness with which I view them.

The unauthorized disclosure of our Nation's classified information by those entrusted with its protection is improper, unethical, and plain wrong. This kind of unauthorized disclosure is more than a so-called "leak"--it is illegal. The Attorney General has been asked to investigate a number of recent disclosures of classified information. Let me make it clear that we intend to take appropriate administrative action against any Federal employee found to have engaged in unauthorized disclosure of classified information, regardless of rank or position. Where circumstances warrant, cases will also be referred for criminal prosecution.

The American people have placed a special trust and confidence in each of us to protect their property with which we are entrusted, including classified information. They expect us to protect fully the national security secrets used to protect them in a dangerous and difficult world. All of us have taken an oath faithfully to discharge our duties as public servants, an oath that is violated when unauthorized disclosures of classified information are made.

Secrecy in national security matters is a necessity in this world. Each of us, as we carry out our individual duties, recognizes that certain matters require confidentiality. We must be able to carry out diplomacy with friends and foes on a confidential basis; peace often quite literally depends on it--and this includes our efforts to reduce the threat of nuclear war.

We must also be able to protect our military forces from present or potential adversaries. From the time of the Founding Fathers, we have accepted the need to protect military secrets. Nuclear dangers, terrorism, and aggression similarly demand

Editor's Note: This memorandum from the President stresses the importance of preventing unauthorized disclosure of classified information, and it emphasizes each employee's responsibility in that regard.

that we must be able to gather intelligence information about these dangers--and our sources of this information must be protected if we are to continue to receive it. Even in peacetime, lives depend on our ability to keep certain matters secret.

As public servants, we have no legitimate excuse for resorting to these unauthorized disclosures. There are other means available to express ourselves:

- We make every effort to keep the Congress and the people informed about national security policies and actions. Only a fraction of information concerning national security policy must be classified.
- We have mechanisms for presenting alternative views and opinions within our government.
- Established procedures exist for declassifying material and for downgrading information that may be overclassified.
- Workable procedures also exist for reporting wrongdoing or illegalities, both to the appropriate Executive Branch offices and to the Congress.

Finally, each of us has the right to leave our position of trust and criticize our government and its policies, if that is what our conscience dictates. What we do not have is the right to damage our country by giving away its necessary secrets.

We are as a Nation an open and trusting people, with a proud tradition of free speech, robust debate, and the right to disagree strongly over all national policies. No one would ever want to change that. But we are also a mature and disciplined people who understand the need for responsible action. As servants of the people, we in the Federal Government must understand the duty we have to those who place their trust in us. I ask each of you to join me in redoubling our efforts to protect that trust.

Ronald Reagan