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**Federal Aviation
Administration**

Western-Pacific Intercom



**OXNARD TOWER
AND
ITS
PEOPLE**

Cover Story

Sixty-five miles northwest of the Regional headquarters is Oxnard Tower, a Level II facility. After the controllers' strike in 1981, Oxnard Tower was closed and the manager and supervisors were sent to larger facilities where they were needed. Several months later, Oxnard Tower reopened with eight developmental controllers. Lots of training took place and everyone was facility rated.

Oxnard Airport is one of three airports in close proximity to each other...Camarillo, an uncontrolled airport five miles east, and Point Mugu Naval Air Station eight miles southeast. This can be a challenge to an unfamiliar pilot on a hazy day--thank heavens for radar!.

The Airway Facilities technicians have been busy assisting with the installation of the solid state ILS system and the Second Generation VORTACs. They now must meet the challenge of maintaining the new systems.

After a hard day's work, a friendly golf game is enjoyed by all.....

We would like to extend congratulations to Barbara and Roger Humiston and George and Julie Paton on the birth of their baby girls last year.

Happy Anniversary to Norine Harwood for 17 years of Government service, and congratulations on the Quality Increase Award she received.

Congratulations to Bernie Martin on his selection for Bakersfield Tower and To George Paton on his selection to San Jose Tower. Welcome to Oxnard to Chris Kleen.

Thanks to Carl Slabicki for his photo-taking-genius and to Kathleen Schuddekopf for writing the story.



Cover Photos:

Top right: Oxnard Tower.

Top left: George Paton (left) and Gerard Gelardo, Controllers.

Bottom: From left--Kathleen Schuddekopf, Ramsey Hamilton and Rick Brown, Controllers at Oxnard.

Above Photos:

A--Facility Manager Bruce Troyer.

B--Norine Harwood, Secretary.

C--Kathleen Schuddekopf, Air Traffic Control Specialist.



A



B



C



D

More Oxnard People



E



F

- A. Carl M. Slabicki, Air Traffic Controller
- B. Bernard Martin, Air Traffic Controller
- C. Barbara Humiston, Air Traffic Controller
- D. Max Higa (left) and Steve Mason (right)
Airway Facility Electronics Technicians.
- E. Jim Hussong, Facility Manager, Oxnard
Airway Facility Field Office.
- F. Larry Cramer, Airway Facility Electronics
Technician.

Camera Shy: Tom Linebaugh and Paul
Bestenheider, Environmental Specialists.

FAA Administrator



On Monday, May 7, 1984, FAA Administrator Donald D. Engen visited the Regional Office and met with the Western-Pacific Region's Staff and Division Managers at a working luncheon in the Gold Room prior to conducting an All-Hands Meeting.

Above photo from left--Ted Ellett, Special Counsel to the Administrator; "Mac" McClure, Western-Pacific Region Director; Donald Engen, FAA Administrator; Dorothy Gragg, Manager, Contracting and Acquisition Management Branch, Logistics Division; and Dick Devereaux, Deputy Director, Western-Pacific Region.



Photos left and below-- Administrator Engen conducting an All-Hands Meeting of FAA employees in the lobby of the Hawthorne Federal Building.



Visits Regional Office



More...

All-Hands Meeting

After the All-Hands Meeting, Administrator Engen met many of the FAA employees attending before proceeding to visit local facilities including the Los Angeles Tower and TRACON.

Photos by Beth Caughey.



No Fatal Airline Accidents In 1984 First Quarter

There were no fatal airline accidents during the first quarter of 1984. During the same period last year, there were seven accidents, two of which involved fatalities.

The same figures indicate that during the first three months of 1984, there were fewer fatal general aviation accidents than during the same period in any of the last three years. This year, 212 fatal GA accidents were reported. Last year, during the same period, there were 253 such accidents; 259 in 1982 and 265 in 1981.

That's the good news. The bad news is that there were 40 air taxi accidents. Of these, seven were fatal. Last year at this time there were 22 accidents, only four of which were fatal.

AT Service SUPCOM Meeting Scheduled

A national meeting of the Air Traffic Service's Supervisors' Committee (SUPCOM) has been scheduled for June 4-8 at Washington Headquarters, with a talk by Administrator Engen highlighting the gathering.

SUPCOM is made up of first and second level air traffic supervisors from terminal, center and FSS facilities. It is designed to bring problems and supervisory concerns from the field directly to the attention of the Associate Administrator for Air Traffic and thus improve communications between field employees and management.

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Retroactive Pay Increase

A previous Intercom article indicated that employees could expect the retroactive part of the recently announced one-half percent Federal pay hike sometime during May. However, the Office of Accounting reports that first it must receive a Presidential Executive Order implementing the revised pay schedules. A delay in the receipt of guidance from the Office of Personnel Management and the Department of Transportation prescribing documentation will also postpone the payout date, AAA said.

The retroactive date of the increase is January 8 for most employees. However, wage board employees will have different retroactive dates based on the effective date of the last increase for their prevailing rate area. According to payroll officials at Headquarters and the Mike Monroney Aeronautical Center, the majority of employees should receive the "backpay" approximately 4 to 6 weeks after the receipt of the Executive Order and necessary documentation. Wage board and certain special-rate categories can expect a somewhat longer delay.

Minimum TCAS II Undergoing Certification

An industry prototype of the minimum TCAS II aircraft collision avoidance system developed by Dalmo Victor for the FAA is presently undergoing certification tests.

The system has been configured for operational evaluation on an in-service Piedmont B-727 aircraft. Following certification by the Atlanta Aircraft Certification Office, the system will be installed for an eight-month evaluation, which is expected to provide 1,600 hours of operational experience.

In a separate activity, the FAA plans to award two contracts that will provide a total of seven minimum TCAS II installations for evaluation by the air carrier community. These units will be developed as production systems and will accumulate an additional 13,000 hours of air service experience.

FAA Co-Hosts NATO Meeting

FAA recently played a major role on the busy stage of international aviation when it co-hosted, with Headquarters, Air Force Director of Operations, the 16th North Atlantic Treaty Organization (NATO) Air Traffic Services Working Party. The meetings were held in the Administrator's Conference Room from April 30 to May 4.

The working party is traditionally convened at NATO Headquarters in Brussels, but this year's meeting was held in Washington, D.C., because the European members requested briefings from FAA on the National Airspace Review process and the National Airspace System Plan.

Air Traffic representatives from the 16-nation alliance meet annually to discuss air traffic procedures, phraseology, and questions of system compatibility.

The meeting was brought to order with a military honor guard, which presented the U.S. and NATO flags. Administrator Engen welcomed the NATO representatives with praise for NATO Air Traffic Control's record of coordination in Europe, and he pledged continued FAA cooperation in international aviation.

Flight Standards Branch News

Duke Kusaba, Airworthiness Unit Supervisor, Flight Standards Branch, has retired after 27 years of service. Duke will be living in Oroville, Calif. and we wish him a long and Happy Retirement.....Amy Chalekian has been promoted to secretary in the Flight Standards Branch. Congratulations, Amy!..... Walter Daigle, former manager of the Long Beach Flight Standards District Office, is now serving on a 90-day detail as Acting Manager, Flight Standards Branch.

Charlie Honda Receives Award



Charlie Honda (left), EARTS Technician, Honolulu ARTCC Airway Facilities Sector, was recently presented a Quality Increase Award based on outstanding performance from Watch Supervisor Sho Mizuba. Charlie made major contributions to the facilities maintenance program as well as conducting special on the job training sessions for other technicians. Congratulations!

Another Airline Grounded

San Francisco-based Spirit Airways has become the third airline grounded since the National Air Transportation Inspection (NATI) program began in February. However, in this case the inspection work had already been completed by San Jose GADO inspectors before the special inspection program was instituted.

The carrier was issued an emergency order of revocation on April 25 by the Western-Pacific Region as a result of numerous operational and maintenance violations.

The grounded airline had been operating jet-powered helicopters while serving various municipalities in the San Francisco/San Jose area.

Controllers Keep PVDs Up

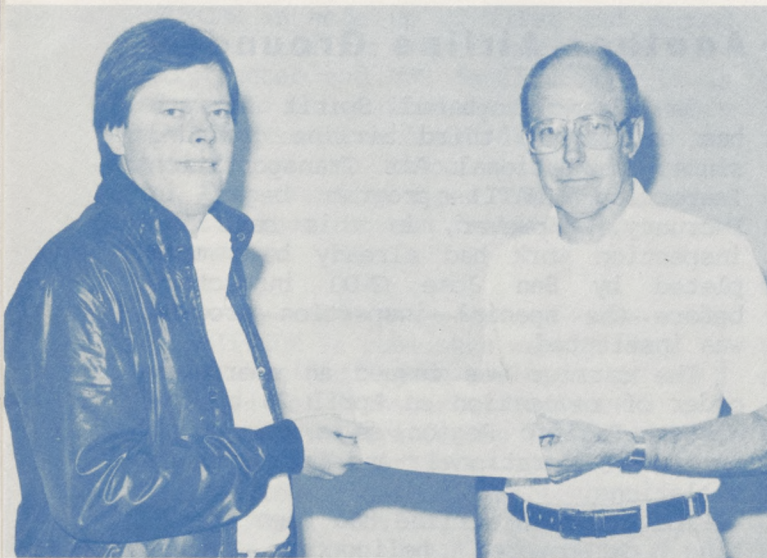
Controllers at the Oakland En Route Center don't miss the long-standing inconveniences of lifting their displays when switching to the backup radar system known as the Direct Access Radar Channel (DARC). The problem was caused by the physically demanding task of converting the Plan View Display (PVD) from the vertical to the horizontal position so the controllers could keep track of aircraft with plastic chips called "shrimp boats."

Now, the PVDs may stay in a vertical position thanks to a new software system called RAHØ1 which was installed on March 25. Oakland Center was the first to implement the new system. The software has been shipped to all other en route centers and will be operational shortly.

The new RAHØ1 software provides controllers with full data blocks with coast status in the event radar coverage is lost. The basic Direct Access Radar Channel (DARC) provides only a limited data block on aircraft targets, which must be supplemented with data written in grease pencil on "shrimp boats." This task required the PVDs to be lowered to the horizontal position to accommodate the use of the "shrimp boats."

A future enhancement of DARC, E-DARC, is proceeding on schedule and is expected to be completed by July 1, 1985. The final stages of E-DARC will include hardware innovations that will give controllers the ability to switch from the primary NAS system to backup radar at the touch of a button and will render the two systems nearly identical.

Douglas Johnson Receives Award



Douglas Johnson (left), Supervisor, Rad/Comm Unit, Reno, was presented with a Special Achievement Award for a Special Act or Service in connection with the first installations of the 2nd generation VORTAC system. During the period the award covered, he was supervisor of the Technical Support Unit of the Reno Airway Facilities Sector. Dean DeShazo, Las Vegas AFS Manager, presented the award. Congratulations!