



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



FAA '80s TECH EXPO

Cover Story

Perhaps nowhere else in the Federal government is advanced technology so prevalent as in the Federal Aviation Administration. The agency's technical workforce is continually tasked to keep abreast of advanced technology. To make things a little easier, the Lancaster Airway Facilities Sector recently organized a two-day Technical EXPO at the Antelope Valley Inn Convention Center.

The 80's EXPO, which opened at 9 a.m. and closed at 4 p.m. both days, included displays of equipment like something right out of a Buck Rogers comic--Laser jet printers, fiber optics, portable spectrum analyzers, wave generators, color terminals with outstanding color graphic capability, digital multimeters, portable radar remote testing and monitoring equipment, DATA/COMM test units, RF synthesizer and computers galore.

There were even home computers from Apple, IBM, Hewlett Packard and Texas instruments. The idea of having those around was to enhance computer literacy and to demonstrate to agency clerical and staff workers how helpful computer "work stations" can be.

More than 150 agency employees--including journeymen and trainee technicians, clerical personnel, Air Traffic Controllers, Regional personnel and management--gathered to see and hear about the latest state-of-the-art equipment designed to make their jobs easier. Participating from the Regional headquarters were: Ken Frengs, AWP-463, and Paul Johnson, AWP-423 (NAPRS); Dick Morris, AWP-405 (regional evaluations); John Crain, AWP-462 (training); and Cecil McReynolds, AWP-462 (operations). Videos on how to produce a Video Tape were provided by AWP-17.

A keynote feature was presented by Pacific Bell on Fiber Optics in their "Lightguide Seminar". Twice a day, Mr. Allen Vick, a technical consultant of Pacific Bell, spoke to a full audience with charged interest.

The EXPO was like a Trade Fair. As many as six activities occurred simultaneously and repeated throughout the day. This afforded people to schedule and attend any and/or all demonstrations/presentations that interested them.

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Cover photos:

Top left--Bob Evanston (left), Lancaster AFS Proficiency Development Specialist, with two Tektronix sales representatives. "Our primary intent," said Evanston, "was to expose our technical and administrative work force to the most modern state-of-the-art electronic test equipment and computers." It's a treat for our people to see all of these things in person, Evanston added.

Top right--Beverly Peralta (left), an Electronic Specialist at Barstow, receives a demonstration of a Tektronix color terminal computer from one of their sales engineers.

Bottom left--Joseph Diggle (left), Edwards Automation Sector Field Office, and Hobart Martin, Lancaster AFS Assistant Manager for Technical Support, take a look at the Loral TerraCom Microwave unit. This system is an exact model of what is being installed on the R-2508 complex which serves Edwards Air Force Base.

Bottom right--A Hewlett Packard sales representative demonstrates the Touch Screen Computer Terminal to FAA upward mobility students from Los Angeles Air Route Traffic Control Center. These students are in training to become certified electronic specialists.



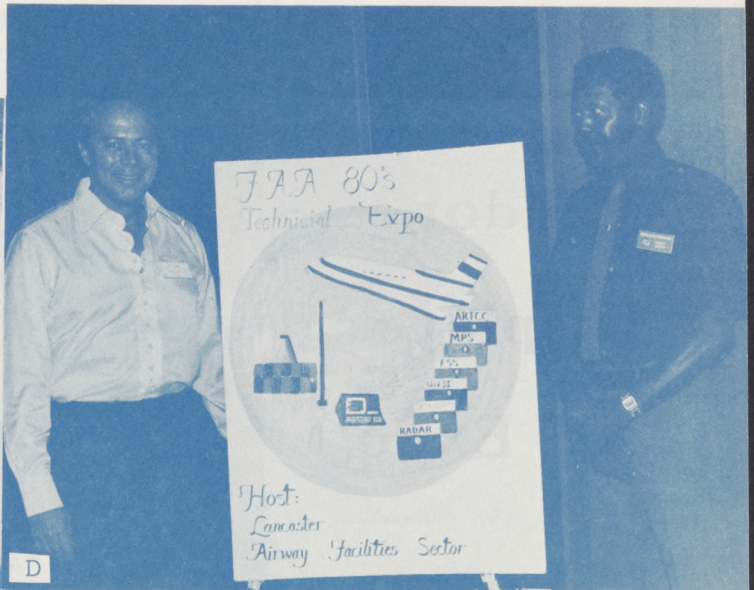
A



B



C



D



E

A--Allen Vick (left), technical consultant, Pacific Bell, demonstrates fiber optic cables.

B--In Computerland--Deborah Maxwell and Joseph Diggle.

C--Making the transition from on-looker to "hands-on" participant are Richard Zamora (left), Barstow Sector Field Office electronic journeyman, and Lynn Tivis, Lancaster AFS stay-in-schooler.

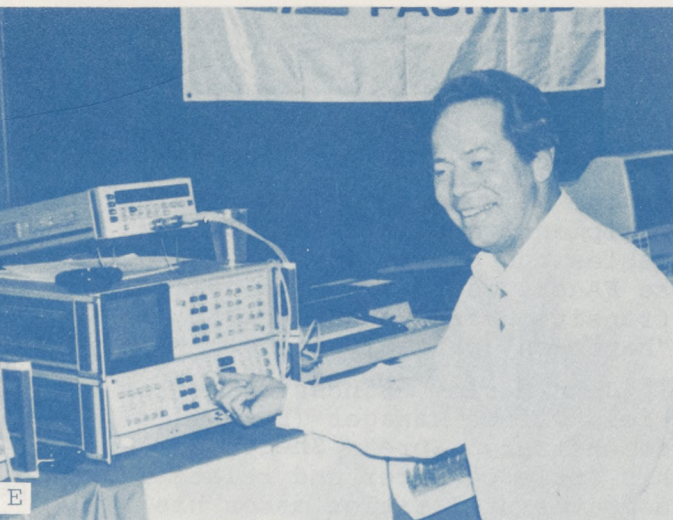
D--EXPO organizers and coordinators: Bob Evanston (left), Proficiency Development Specialist, and Hobart Martin, Assistant Manager for Technical Support.

E--Bill Reimer (right) receives a Special Achievement Award from Don Isaacs, Lancaster AFS Manager.

Vendor Displays At Expo



Still More . . .



- A--Viewing Teletronix exhibit are, from left, Phillip Stange (Edwards Automation SFO), Al McHugh (Field Office Manager, Edwards Automation SFO), Bill Reimer (Edwards Automation SFO) and John Gardiner.
- B--John Marley (left) demonstrates "spread sheets" on his Apple computer and relates how computer utilization makes his managerial functions easier.
- C--From left--Ambus Frazier, Jr., (Environmental Support Unit - Edwards), Dale Givens (Journeyman Electronic Specialist, Lancaster AFSFO) and Julius Gargyi, Fluke sales engineer.
- D--Buffet luncheon crowd.
- E--Bob Evanston tries out Hewlett Packard's portable radar remote testing and monitoring equipment.
- F--Ken Frengs (left), AWP-463 gives a presentation on NAPRS (National Airspace Performance Reporting System).

The computers and electronics equipment were laid out on long tables and chairs were provided so FAAers could make the quick transition from on-looker to "hands-on" participant.

John Marley, Lancaster Sector Field Office Manager (Fox Field), demonstrated Spread Sheets on his Apple computer and related how computer utilization makes his managerial functions easier. Jim Delaini, Lancaster Sector, NAV/COMM Technician-in-Depth, presented an excellent audio visual slide show on Second Generation VORTAC which covered how computer monitors and diagnostics have leap-frogged the NAVAID technicians expertise. Charles Greiner, Lancaster Sector A/R T.I.D., presented computer read-outs on NAPRS and how the Sector is using the "tiny net" for computer mail and bulletin board notices. Charles Wallace, Lancaster's Lead Sector Manager, provided a display which included a modified DTE and a portable ACTRIX computer. In addition, there were information handouts and micro computer demonstrations.

The EXPO was a first for FAAers in the Antelope Valley. A number of representatives from such companies as Hewlett Packard, Tektronix, Fluke, Pacific Bell, and Computerland were on hand to answer questions and help interested FAA personnel get acquainted with the newfangled equipment.

In one room, what appeared to be a futuristic metal-and-mesh sculpture--but was actually a Coral TerraCom Microwave system--attracted throngs of interested FAA technicians. "The system is an exact model of what we're now installing on the R-2508 complex which serves Edwards Air Force Base and the northern valleys," commented Hobart Martin, assistant manager for Technical Support at Lancaster AFS office.

Another high point was the daily buffet luncheon which was catered by the Antelope Valley Inn. This provided an opportunity for all participants--vendors, the FAA Family including regional people, air traffic controllers from Edwards RAPCON, Los Angeles Center, and flight service specialists from Fox Field and Airway Facilities personnel to get to meet and know each other in a very informal atmosphere.

At each luncheon the Buck Rogers atmosphere was heightened and mystified by the magic of Joseph Diggle, Edwards Automation Sector Field Office, who is a member of Magic Castle in Hollywood. Highlight of one of the luncheons was the presentation of a Special Achievement Award to Bill Reimer, Edwards Automation SFO. Presentation was made by Don Isaacs, Manager of the Lancaster AFS.

After the EXPO, many plaudits were received by the Sector. Here are a few:

● "An enlightening EXPO. The seminars were very good 'NEED TO KNOW' type things, with training, operations and regional evaluations. I think we need more of this type of education. . . I did learn ways to improve the operation of some of the test equipment on site today."

● "I gained a lot of info from the FAA '80s Technical EXPO and was very impressed with the way it was run. The most interesting area for me was the Fiber Optics."

● ". . . very enjoyable. It was especially interesting to an old VORTAC technician. It was also a valuable opportunity to become better acquainted with fellow technicians that were previously just a voice on the telephone. Another step towards better understanding and cooperation between facilities."

Was the FAA '80s Technical EXPO a success? You bet!

Oakland Center's Predevelopmental Training Program

September 1984 marked the first predevelopmental training program at Oakland Air Route Traffic Control Center since 1981. The Phase III Predevelopmental Course reached a satisfactory conclusion and the students look forward to receiving further training in the terminal option. Oakland Center expects to continue with new selections of predevelopmental trainees through 1985.



Seated are Debbie Trujillo (left) and Crystal Baumbach. Standing, from left, are Juanita Ago, James Lott, Karen Buti, Training Specialist Ralph Marsh, Judy Evans and Training Specialist Earl Halliday.

November Delays Down

After hitting an all-time high in October, aircraft delays decreased in November following the implementation of new airline schedules that spread out operations during peak hours at six key airports.

Through Nov. 29, aircraft delays of 15 minutes or more were down from 1,600 a day in October to 753 a day. Delays in November also were down 19 percent from the same month in 1983.

Administrator Engen said the revised schedules, which went into effect November 1, at the three New York area airports, Atlanta, Denver, and Chicago were not the only reason for the improved record but noted "they certainly had a major influence." Other reasons he cited were the reduction in certain flow control restrictions unrelated to the new schedules and exceptional weather across the nation for most of the month.



FS Division Awards

The following Flight Standards Division personnel were recently presented awards: Quality Increase Awards with outstanding ratings - Patricia Zeman, Amy Chalekian and Gary Koch, Sr., AWP-150; Frank McCutcheon, San Jose Flight Standards District Office (FSDO) and H. Earl Morgan, Reno FSDO; Special Achievement Awards with outstanding ratings - William Spooner and Mildred Freeman, Reno FSDO; Susi Santos, Van Nuys FSDO; Jane Shirae, Honolulu FSDO; Evelyn LaBar, Las Vegas FSDO and William Molesworth, San Francisco FSDO; Letters of Appreciation - Joseph Rotelli, AWP-205 and Paul Van Emmerick, Oakland FSDO; Career Service Emblems - 3 years: Larry Decosta, Fresno FSDO; 15 years: Thomas Batura, Los Angeles FSDO; Helen Kennedy, Van Nuys FSDO; Thomas Shelok, San Francisco FSDO and Frances Ward, Reno FSDO; 25 years - Harold Fletcher, Los Angeles FSDO; Wanda Chappell, Las Vegas FSDO and Henry Meyer, Scottsdale FSDO; 30 years - William Spooner, Reno FSDO; 40 years - James Alley, Jr., San Francisco FSDO.

Employee Attitude Survey...FAA Initiatives



The 1984 Employee Survey was one of several efforts undertaken by the FAA to identify and address the concerns and needs of its employees. Since overall change takes time, the final effects of these initiatives may not be seen for several months. However, the following list is a sampling of current and planned initiatives which we anticipate will have a positive effect in the future:

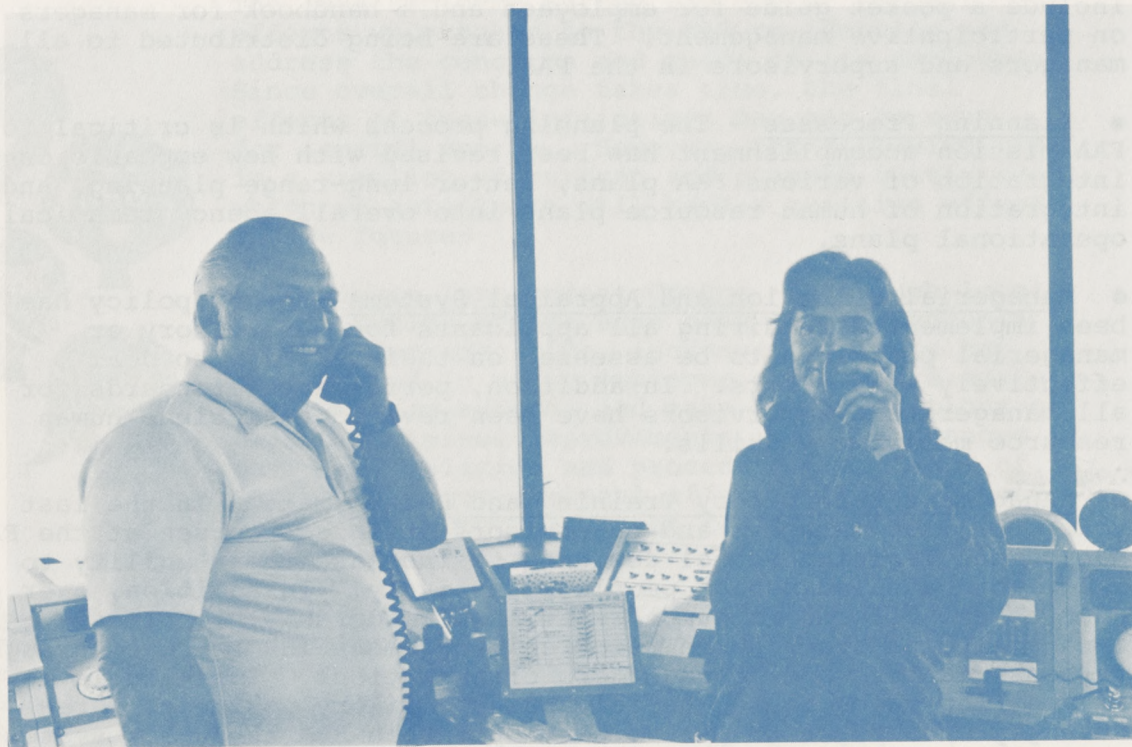
- Employee Involvement Groups - Although local participation groups have been in existence in the FAA for some time, increased emphasis has been placed in using employee groups more systematically to examine and make recommendations on needed workplace improvements, desired changes in personnel policies and procedures, and ways of improving organizational effectiveness. Almost 1000 such groups have been formed and are being used by the FAA.
- Ad Hoc Diagonal Slice Groups - Much greater emphasis has been placed on bringing together cross sections of managerial and non-managerial employees, often from different divisions, to review national policy, establish plans, and complete short-term tasks of high importance. In addition to ensuring new and sometimes opposing views being aired and worked out prior to policy implementation, such task groups increase cross-fertilization of ideas and employee knowledge about the total FAA.
- Employee Assistance Programs - Increased emphasis and visibility were given to employee assistance programs through organizational elevation of the national coordination function, briefings to increase management awareness, and through awarding a contract to assist in the development of standardized national guidelines. These actions are expected to improve the level of assistance to employees throughout the FAA who are confronted with personal stresses or problems with drugs or alcohol.
- Stress Management Programs - A national policy mandating programs to assist employees in recognizing and managing stress has been established.
- Administrator's Hotline - A 24-hour hotline was established on August 6, 1984 to provide employees with answers to questions they might have and to provide a direct link to the Administrator. Employees are promised a direct response to their questions within 14 days. It appears the hotline will prove to be an excellent vehicle for giving management a better understanding of employee concerns and ideas.

- Participative Guides - The National Human Relations Work Group, an ad hoc group formed at the end of FY 1983, addressed the participative management issue directly. Results of their efforts include a pocket guide for employees and a handbook for managers on participative management. These are being distributed to all managers and supervisors in the FAA.
- Planning Processes - The planning process which is critical to FAA mission accomplishment has been revised with new emphasis on integration of various FAA plans, better long-range planning, and integration of human resource plans into overall agency technical/operational plans.
- Managerial Selection and Appraisal Systems = A new policy has been implemented requiring all applicants for supervisory or managerial positions to be assessed on their ability to deal effectively with others. In addition, performance standards for all managers and supervisors have been revised to include human resource management skills.
- Management/Supervisory Training and Development = In the last year over 1200 managers and supervisors attended courses at the FAA Management Training School designed to increase their ability to lead, motivate and manage people effectively. In addition, over 60 courses are offered in human relations, leadership, conflict management and other human resource management (HRM) areas through regions, centers and headquarters organizations. Individuals in or desiring to be in managerial and supervisory positions were strongly encouraged to pursue development in HRM through a system that allotted additional points on bids for course work in HRM. The design of an experimental program for considering peer evaluations was initiated for selected first-line supervisory air traffic positions.
- Human Resource Management Organizations - Personnel and Training, Labor Relations and Human Relations functions in the FAA have been reconfigured and integrated into a Human Resource Management Organization. The new structure is designed to provide greater service to employees, assist organizational groups in becoming more effective, and ensure better planning and integration of people-related functions.



"Air Force One, This Is Palmdale Tower.

Wind Two-Five-Zero At Four. Cleared To Land."



Air Traffic Control Specialists Richard Dedrick (left), working ground control, and Joan Spoerer, local control.

Communicating with President Reagan's airplane is perhaps routine to many facilities -- but this was not the case at Palmdale Tower. Preparations and coordination with U.S. Air Force management, Lancaster Flight Service Station, Edwards Approach Control and the U.S. Secret Service had helped heighten the anticipation of the President's visit to Palmdale Airport on October 22.

After a normal touchdown and taxi to a stop, the President appeared at the aircraft's door, flashing a smile and waving to the crowd. Within a few minutes, the President was motoring the short distance to a Rockwell International hanger where he was scheduled to speak.

In the tower, a flurry of activity resumed as Edwards Approach cleared airplanes to Runway 25 at Palmdale. Some C-141s, T-38s, F4s, Sabreliners and small aircraft started their procession to the airport from 10 miles east. Hotlines crackled with inbound estimates, ring lines jingled as flight service relayed or received flight plan information as tower supervisor Ted Walters, along with controllers Joan Spoerer and Richard Dedrick, manned positions keeping air-ground and landline traffic flowing effectively and professionally. The fourth person in the tower, -- tall, conservatively attired and with an earpiece connected to a walkie-talkie on his hip, watched and listened in admiration.

"Air Force One, Wind Two-Four Zero At Seven, Cleared For Takeoff"



Area Supervisor Ted Walters (left) and Air Traffic Control Specialist Lucius Hope, Jr., working local control.

Within the hour, the field was again devoid of traffic except for police helicopters orbiting the area as Air Force One taxied out.

"AIR FORCE ONE, WIND TWO-FOUR-ZERO AT SEVEN, CLEARED FOR TAKEOFF"

A routine operation? Perhaps for Washington National or Andrews Air Force Base -- but not for Palmdale.

It's not routine to have ground and airborne surveillance, secret service, metal detectors, K-9 officers and highly professional SWAT teams at this facility.

It wasn't a "Call to Glory" or "A Day in the Sun," just a small notch of the day when flight service, tower and approach control were able to "Carry the Ball for the Gipper."

.....Article by Robert Arce, ATCS at Palmdale Tower.

.....Photos by Joan Spoerer.



AFSS Sites Number 54

Elkins, W.V., and Elmira, N.Y., are the newest additions to the list of sites that have been picked for automated flight service stations (AFSS). This brings the grand total to 54, only seven short of the 61 sites scheduled to be selected by 1985.

Both the Elkins and the Elmira sites will be 1,000 square ft. structures built with local funds and leased to FAA for one dollar a year. So far, 39 communities have constructed AFSSs under this unique, cost-saving agreement.

Of the seven sites yet to be announced, all but one in Puerto Rico are in some stage of negotiation.

Court Clears Controllers

The agency has won another court case involving charges of negligence by air traffic controllers in connection with a fatal air crash.

In a \$30 million lawsuit, the U. S. District Court of the Southern District of New York found that controllers at the Westchester County Airport had provided sufficient weather information to the pilot of a corporate Jetstar, which crashed at White Plains, N.Y., on Feb. 11, 1981, and were not responsible for the accident.

The Court found that it was the pilot's negligence in severe turbulence and wind shear that was the principal cause of the accident in which the two-man crew and six corporate executives died.

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ARSA Becomes Permanent

The agency now plans to establish the new airport radar service areas (ARSAs) at approximately 130 high to medium density airports. As a first step, FAA has issued notices of proposed rulemaking that would make ARSA permanent at the two airports where it was tested, Port Columbus, Ohio, International Airport and Austin, Texas, Robert Mueller Municipal Airport. Baltimore-Washington International Airport also will be assigned an ARSA.

Beginning next spring the now tested service area is slated to replace terminal radar service areas (TRSAs) at other airports.

The principal difference between the two areas is that pilots flying into an ARSA airport must maintain two-way radio contact with ATC, whereas establishing radio contact is voluntary in a TRSA.

AC Curbs Misfueling

In order to curb accidents resulting from misfueling gasoline aircraft with jet fuel, FAA has issued an advisory circular urging the use of special fuel tank adapters and fuel nozzles designed to prevent such mishaps. In addition, the agency has issued a final rule which allows pilots under most circumstances, to install the gas tank adapters themselves and not have to wait for a mechanic to do the job.

The adapter reduces the size of the tank opening so that the special jet fuel nozzles will not fit. FAA also is teaming up with various aviation organizations to stem the increase of these accidents. For example, as a result of the efforts of the General Aviation Manufacturers Association, manufacturers are already building planes with smaller fuel tank openings.