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Jan. 28, 1985

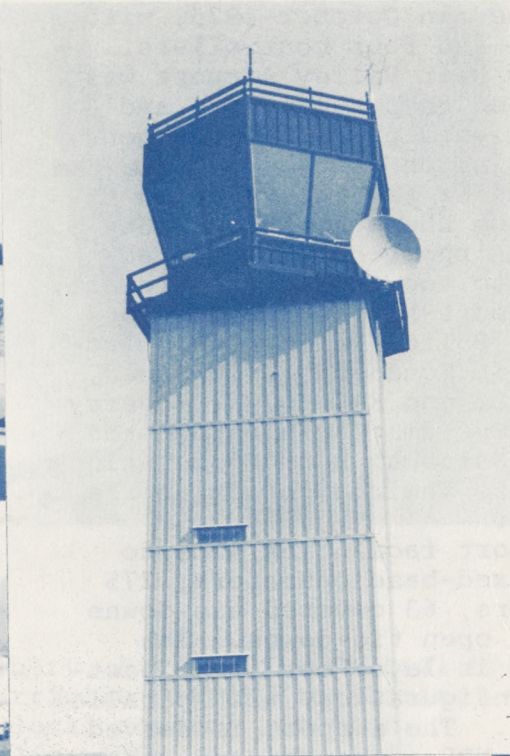
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Western-Pacific Region  
Los Angeles, CA 90009  
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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



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## Cover Story

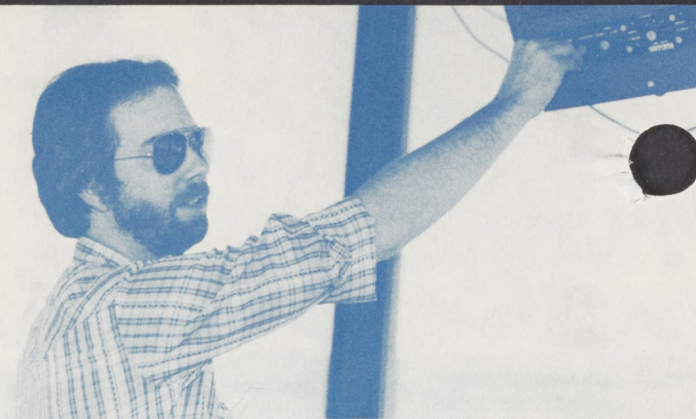
Located 18 miles north of beautiful downtown Phoenix, in semi-desert oasis/foothill surroundings, lies Phoenix-Deer Valley Airport. This busy Level II Tower operates 15 hours a day, from 6 a.m. to 9 p.m.

Deer Valley Tower was commissioned in October 1975, with a chief and four controllers. The new Deer Valley Airport was completed in January 1976 and was designed primarily for general aviation use and to take the overload of general aviation away from the busy Phoenix Sky Harbor Airport complex. In addition to the 662 based aircraft, the airport houses the City of Phoenix Police Department's Tactical Air Squadron, Bomb Squad, Swat Team and K-9 Corps. Sperry Flight Systems Division and the Valley National Bank Cooperation also base their aircraft at the Airport.

Airport facilities include five fixed-base operators, 275 T-hangers, 63 covered tie-downs and 720 open tie-downs. The airport is layed out in an east-west configuration, with parallel runways. The airport is served with AM NDB approach, and radar services are provided by Phoenix Approach Control, located at Phoenix Sky Harbor Airport.

The tower is an avco design six-story, that operates two local control positions, a ground control and flight data position. The controllers utilize a Brite TV system remoted off the Luke AFB ASR-7 equipment.

Other active aviation activity surrounding the airport includes an ultralight airpark and remote controlled model aircraft park four miles west of the airport, hang gliders five miles south, parachute jumping five miles east and numerous hot air balloon launching sites.



Above: Mark Harris (top), Air Traffic Control Specialist - Academy 1982, and Lew Robertson, Air Traffic Control Specialist.

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The Tower is staffed by: Manager Stan Watt; Area Supervisors Phil Baker and Bill Preece; and controllers Dennis Duvan, Debra Guarriello, Mark Harris, Denne' Hoover, John Hurlbert, Gary Logelin, Chuck Munoz, Lew Robertson, Linda Schaff, Don Sterling Jr., Bob Trontvet and Dennis West.

### Cover photos:

Top left--Linda Schaff, Air Traffic Control Specialist - Academy 1981.

Middle left--Debra Guarriello, Air Traffic Control Specialist - Academy 1982.

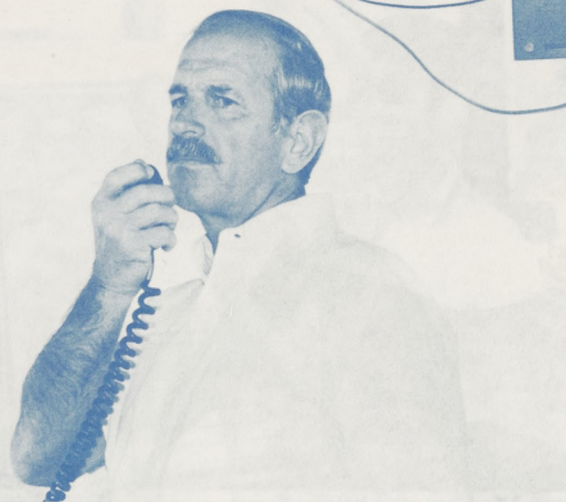
Bottom left--Deer Valley Airport Terminal Building.

Top right--Deer Valley Control Tower.

Bottom right--Bill Preece, Area Supervisor.

# Deer Valley People

A



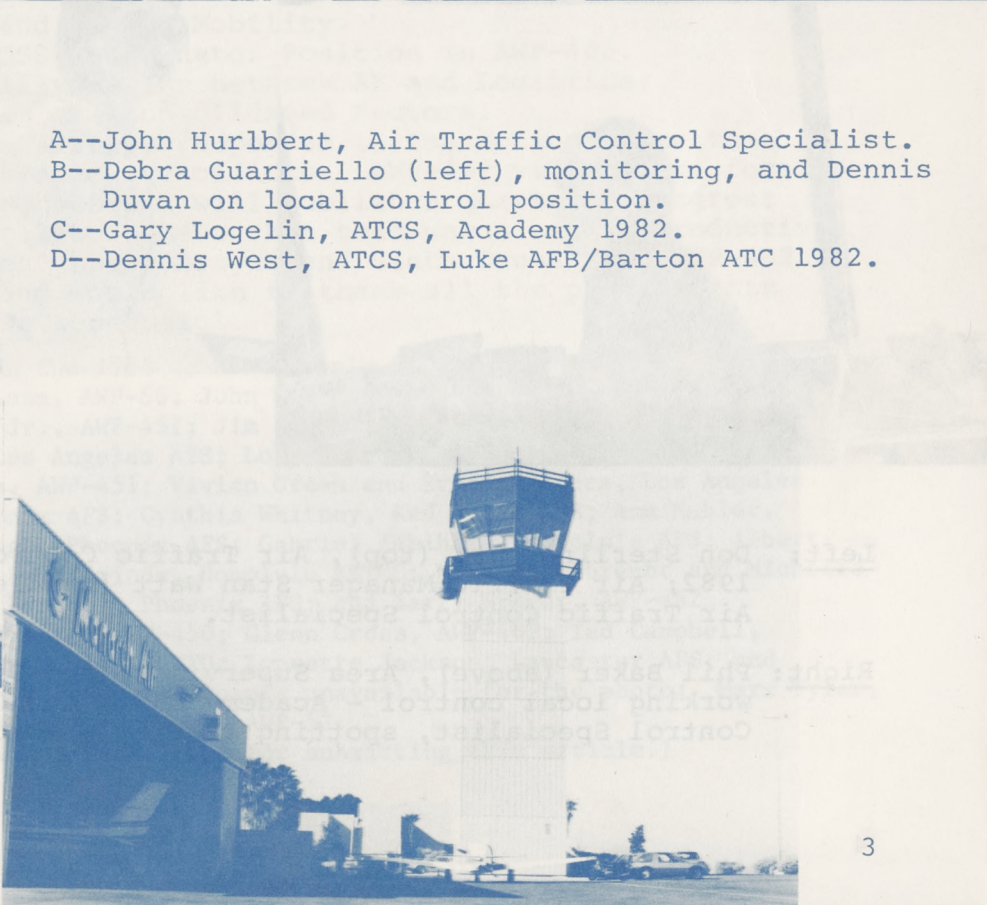
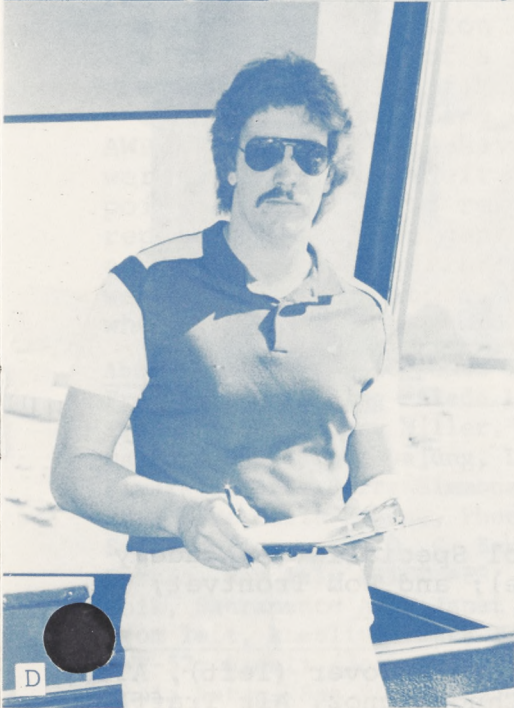
B



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D



A--John Hurlbert, Air Traffic Control Specialist.  
B--Debra Guarriello (left), monitoring, and Dennis Duvan on local control position.  
C--Gary Logelin, ATCS, Academy 1982.  
D--Dennis West, ATCS, Luke AFB/Barton ATC 1982.

# More Deer Valley



Left: Don Sterling, Jr. (top), Air Traffic Control Specialist - Academy 1982; Air Traffic Manager Stan Watt (middle); and Bob Trontvet, Air Traffic Control Specialist.

Right: Phil Baker (above), Area Supervisor; and Denne' Hoover (left), ATCS, working local control - Academy 1981; and Chuck Munoz, Air Traffic Control Specialist, spotting traffic - Academy 1982.



**AF Division Doings...** The annual workshop for the General Supply Specialists in the AF Division was held in Scottsdale, Arizona, last fall. Participants came from as far away as Samoa, Guam, Hawaii, Sacramento and Red Bluff. All AF Sectors were represented. The Regional Office was also well represented with participants from AWP-401, 450, 451, 50, 52 and 56. Some of the major action items that resulted were:

- Career Progression and Upward Mobility.
- Establishment of a GSS Coordinator Position in AWP-400.
- Cross training/familiarization between AF and Logistics.
- Logistics staffing in the consolidated Sectors.

AWP-422 and AWP-423 have already responded to the action items that were assigned to their respective offices. AWP-462 will be the focal point for gathering responses and will publish a quarterly progress report. There was general consensus that this was a highly productive and rewarding experience. Barry Brayer and Glenn Cross from AWP-462 were the facilitators, and would like to thank all the participants who made this workshop so successful.

Above photo: Participants in the 1984 General Supply Specialists Workshop are: From left, standing--Aleda Lane, AWP-56; John Miller, Las Vegas AFS; Phyliss Edmison, Fremont AFS; Johnny Miller, Jr., AWP-451; Jim Borsari, AWP--5; Deloris Anderson, Oakland AFS; Janet Dejung, Los Angeles AFS; Lois Lewis, Palmdale AFS; Tenna Phillips, Riverside AFS; Barry Simmons, AWP-451; Vivian Green and Ernie Landers, Los Angeles AFS; Rose Marie Magnam, Phoenix AFS; Cynthia Whitney, Red Bluff AFS; Ann Mahler, San Francisco AFS; O. C. Baugh, Phoenix AFS; Gabriel Ishihara, Honolulu AFS; Albert Serrao, Honolulu ARTCC AFS; Sol Espinda, Honolulu ARTCC; Michael Albrecht and Michelle Soik, Sacramento AFS; Janet Proctor, Phoenix AFS; and Barry Brayer, AWP-462.

From left, kneeling--Jack Faletti, AWP-450; Glenn Cross, AWP-462; Ted Campbell, AWP-52; Sidel (Joe) Fuimaono, Samoa AFSSO; Lynnette Jackson, Lancaster AFS; and Enola Latam, San Diego AFS. Other participants unavailable for the photo: Marx Tyler, AWP-50; Don Tom, AWP-401; and Bonnie Embry, AWP-52.

(Thanks to Glenn Cross of Airway Facilities for submitting this article.)

## Engen's Hotline Message

I want to give all FAA employees a status report on the Administrator's Hotline. I continue to believe that the Hotline is an important and valuable channel of communications between employees and top FAA management. I make it a practice to review the substance of each Hotline call, and I use the Hotline as a personal management tool. I pledge that your candor in using the Hotline will not result in any retribution. The number to call is FTS 472-2585 or 202-472-2585. Collect calls will be accepted and messages are not tape-recorded.

*Donald A. Engen*

## Proposals Sought For Solid-State ASDE-3

Tower controllers will have a clearer all-weather picture of aircraft movements on taxiways and runways when a new generation of Airport Surface Detection Equipment (ASDE) begins coming on line in 1988.

Known as the ASDE-3, the solid-state equipment is designed to function with high reliability, particularly in precipitation. In addition, its solid-state construction means less maintenance with substantial savings in both time and money.

FAA issued a Request for Proposals for the ASDE-3 last month with a contract award targeted for September 1985. The agency plans to buy 30 systems with an option for 2 more and for 10 additional sensors for dual sensor locations. Deliveries will be in the 1988-1990 time frame.

Of the 30 systems, 12 will replace obsolete ASDE-2's that have been in service since the late 1950s. All of the remaining units will go to new sites except for one earmarked for the FAA Academy.

## Administrator Announces Top Level Appointments

Administrator Engen has announced that Walter S. Luffsey, Associate Administrator for Aviation Standards, who began his FAA career as an air traffic controller, has been appointed Associate Administrator for Air Traffic. He replaces Raymond Van Vuren, who plans to retire.

Luffsey has had experience in all three air traffic options. His first position with the agency in 1957 was at the Norfolk, Va., combined center/station/tower. Next, he served as a supervisory controller at Atlantic City, which also was a combined facility. He then switched over to Research and Development, subsequently to Policy and International Aviation Affairs, and most recently to Aviation Standards.

In another top level switch, Anthony J. "Tony" Broderick, who was Luffsey's deputy, has been appointed Acting Associate Administrator for Aviation Standards.

The Administrator has also announced that Benjamin Demps, Director of the Aeronautical Center, will take over as Director of FAA's Europe, Africa, and Middle East Office when Philip Swatek retires this summer.

At that time, Garland P. Castleberry, Director of the Special Projects Staff, Office of the Administrator, will become the Aeronautical Center Director.

The Administrator also has announced that the assignment of Brooks Goldman as Associate Administrator for Administration will be made permanent.

Engen stressed that all the above appointments are subject to approval by the Secretary of Transportation and said he expected this approval in the next few weeks.



## Weather at The Touch Of a Button

Sometime early this year, general aviation pilots at 24 U.S. cities will be able to tap into a computer network using ordinary touch-tone telephones and obtain basic weather information and forecasts.

A prototype of the new Interim Voice Response System (IVRS) has been on line in Washington, D.C., since 1978, with Columbus, Ohio, subsequently tapping in. The expanded IVRS network is a precursor to a system that FAA plans as part of the final automated flight service station program.

The agency is leasing the IVRS from Input Output Computer Services of Waltham, Mass. It uses computers located in 16 of the 24 cities, which means that some computers will serve more than one location. These computers are connected to central computers in Waltham, which in turn collect and store weather data supplied by the FAA's Weather Message Switching Center in Kansas City. When a pilot calls the local IVRS number and then punches in a three-letter airport identifier, he or she receives the pertinent information from the central computers in a digitized recorded voice message.

The IVRS will supply notification of severe weather watches, convective sigmets, transcribed weather en route broadcast route forecasts, hourly surface observations, terminal forecasts and winds and temperature aloft forecasts. However, FAA does not consider an IVRS call sufficient to provide the pilot with all the information required for a complete preflight weather briefing. The system is designed only to provide weather information with which a pilot can make a decision on whether or not to fly.

## Budget Modernized



FAA Budget System Modernization team leaders who met in Gettysburg, Pa., October 19 are: (1st row) Bob Davis, Mike Motil, Linda Bishop, Carol Carmody, Pat Suenkonis, Kathy Marrs (OST), Jerry Franklin, and Mike Dundon; (2nd row) Bill Plissner, Milt Johnson, Bud Tilman, John Foundos, Bill Tomasetti, Ed Harris, Ed Godfrey, Jerry Doyle, Jim Bispo, and Irene Barnett; (3rd row) Chuck Cook, Mike Zywokarte, Cal Fields, Chuck Whitfield, Nick Stoer (OMB), Billy Riffe, Bob Lewis, Millard Bohler, and Charlie Kent.

Over one hundred FAA employees are taking part, on a voluntary, collateral-duty basis, in a major effort to modernize the agency's budget system. The comprehensive review, known as the Budget System Modernization Plan (BSMP), is being made to reduce substantially the manual workload and paper processing involved in preparing and administering FAA's annual operations budget.

In all, 26 key projects are involved in the revision which was approved by Administrator Engen in July. These projects currently are being worked on by various groups of employees, and many of them are expected to be finished by the end of next year. Typical of these ventures is the effort to update and automate the Call for Estimates.

Completion of the budget modernization is scheduled for the summer of 1987. Assuming overall responsibility for the review is Ruth Leverenz, Manager, Budget Modernization Staff, Office of Budget.

## Regional Motor Fleet Manager to Retire

Frances Baker, Regional Motor Fleet Manager, is retiring on Feb. 1 after 31 years of service with FAA and CAA. A buffet luncheon will be held in her honor on Feb. 1 at the Hacienda Hotel, 525 N. Sepulveda, El Segundo. There will be no host cocktails at 11:30 a.m. and luncheon at 12:15 p.m. The cost is \$10 per person which includes lunch, tax, tip and gift. Contact Linda Murray, AWP-52B, at 536-6571 or FTS 699-6571 if you wish to attend and help us give her a good send-off!



### Jack S. Trott

The many friends of Jack S. Trott, Air Traffic Manager of Salinas Flight Service will be saddened to learn that Jack lost his battle against Cancer on December 8, 1984. Prior to coming to Salinas in August of 1982, Jack served as the Manager of the Blythe Flight Service Station. He entered the FAA in 1969 after serving for 20 years in the Navy. His other FAA duty stations included Navy Lemoore RATCC, Fresno FSS, Phoenix FSS and Santa Barbara FSS.

Jack was very active in the aviation community in Salinas and also served as an Accident Prevention Counselor. He will be fondly remembered as a man who practiced and expounded positive human relations values long before it became popular to do so. Expressions of sympathy may be sent to: Mrs. Anna Trott and Family, 744 Sausal Drive, Salinas, CA 93906.

## Santa Monica Tower News

In honor of Western-Pacific Human Relations Week and the Holiday season, Santa Monica Tower hosted an open house in December 1984. Approximately 60 people showed up to partake in the refreshments, talk to the controllers and have a look around the cab. Visitors included local residents, patrons of the KittyHawk restaurant, instructors and mechanics from the Fixed Base Operators, helicopter and student pilots and the city airport staff.

Welcome aboard to Yvonne Sandoval from Edwards RAPCON, already checked out on Flight Data and Ground Control. We look forward to Loren Tonish and Brenda Dickenson, from FSS, scheduled to report to Santa Monica in March and May respectively, after completion of the Terminal option class in Oklahoma City.

We all thank Scott Muir for being such a trooper and returning to duty (in a full leg cast) so shortly after tearing his Achilles tendon. Best of luck to Scott, who has been selected for Monterey Tower and will attend RTF in March.

Congratulations to Sam Johnson on his temporary promotion in November to Area Supervisor, and his selection in April to Ontario TRACON. Congratulations as well to Steve Landon who is scheduled to leave us in July for the desert (Los Angeles Center). We all miss and wish our best to Ron Gerber, now Plans and Procedures Specialist at Burbank TRACON, Paul Lavelly now at LAX Tower and Jeri Carson, at Reno TRACON.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and black and white photographs should be sent to Barbara Abels, Editor, or Beth Caughey, Assistant Editor, AWP-5, 213/536-6431 or FTS 966-6431.