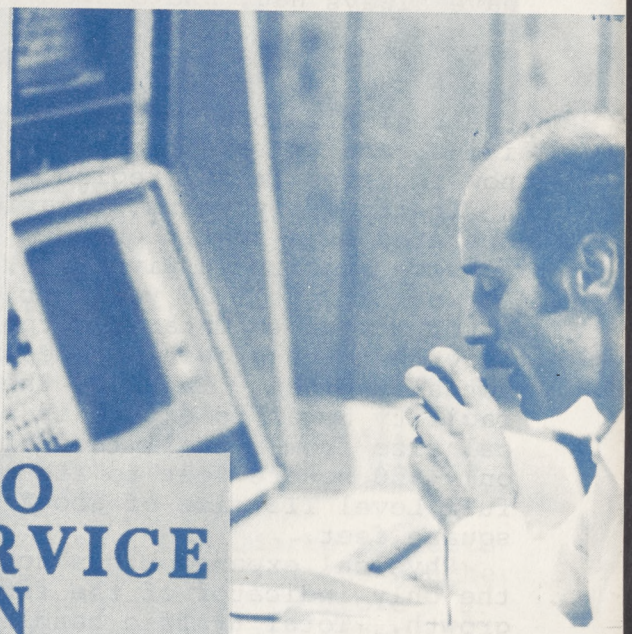
85-8
Feb. 25,1985

Public Affairs Office
AWP-5

FAA
Western-Pacific Region
Los Angeles, CA 90009
(213) 536-6431

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

Western-Pacific Intercom



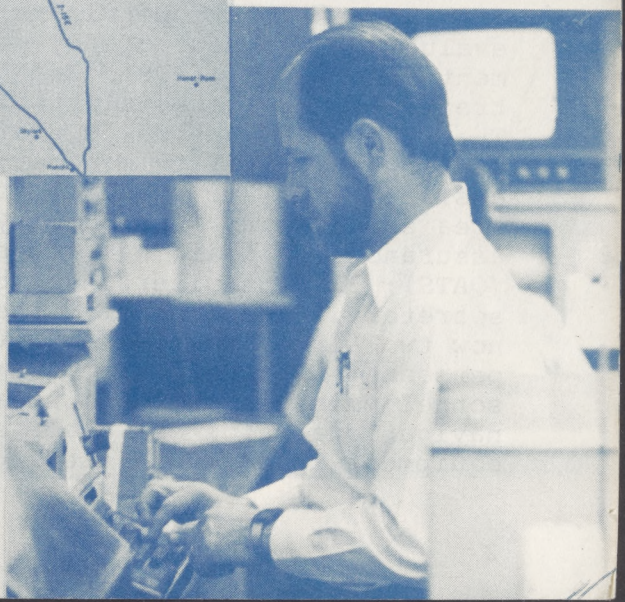
ONTARIO FLIGHT SERVICE STATION

PREFLIGHT

FLIGHT DATA

INFLIGHT

TELETYPE



Cover Story

By Chuck Burge

Ontario Flight Service Station (FSS) is a Level III facility, which ranks among the most active FSS facilities in the Western-Pacific Region. FSS facilities such as Los Angeles and Oakland have always had, and are expected to have, high volumes of traffic. However, Ontario FSS had to grow to its present stature as one of the region's more productive facilities, and to earn the respect it now receives in the region.

In its early years, Ontario FSS operated as a small, obscure flight service station in Riverside, Calif. It was not until 20 years or so after moving to Ontario Airport in 1950 that the growing process actually began. In 1978, the facility began to expand in physical size from a small facility of only 950 square feet to its present full Level III size of about 4,000 square feet.

Physical expansion has not been the only indicator of the facility's growth. Total traffic handled grew by 230 percent from 1968 to present. In 1968, the traffic count was 233,595. That compares to 1984 traffic figures of 526,936.

The staffing of the facility also grew commensurate with its other growth indicators. Total staffing in 1969 was 20: one facility manager; three area supervisors; one evaluation and proficiency development specialist (EPDS); and 15 air traffic control specialists (ATCS). That compares to today's staffing of 41: one facility manager; one assistant facility manager; four area supervisors, two quality assurance and training specialists (QATS); 32 controllers; and one secretary. Additionally, there are now two Airway Facilities Division personnel assigned. The AFS personnel maintain the communications, navigational aids and other support equipment used within the facility.

The growth of Ontario FSS is also reflected in the growth and refinement of the maintenance and the equipment used. Ontario AF Sector personnel maintain, or help to maintain, seven VORTACS (which is expected to grow to 12 by next year), one Non-Directional Beacon (NDB), three Terminal Weather Broadcast (TWEB) systems, eight transmitters and receivers, and various other electronic systems used in support of Ontario Flight Service operations. A great deal of the present equipment has been either installed or refined since 1972, with most of the installation and conversion installed by the two AFS people now working there.

Among all the symptoms of facility growth, Jerry Marcum, Assistant Facility Manager, believes two occurrences accentuated the facility's growth and applied the finishing touches to its present Level III standing. "The first was when the General Aviation District Office moved out of this building in 1980," Jerry relates, "and the second was when the Orange County Airports were transferred to our flight plan area — also in 1980."

The expanded floor space, additional equipment and added personnel and airports are merely consequential to the real reason Ontario ranks so high. That reason is the amount of traffic it handles and how it compares with other FSSs in that statistic. In Fiscal Year 1984, with 168,823 pilot briefs, Ontario FSS ranked second among 36 AWP flight service stations.

The dynamic growth of Ontario FSS has truly propelled it into the "big leagues" of FSSs. Ontario may not come immediately to mind when Level III FSSs are the topic of conversation. However, in the Western-Pacific Region, Ontario FSS truly ranks among the more universally recognized and busiest Level III flight service stations.

More Ontario FSS

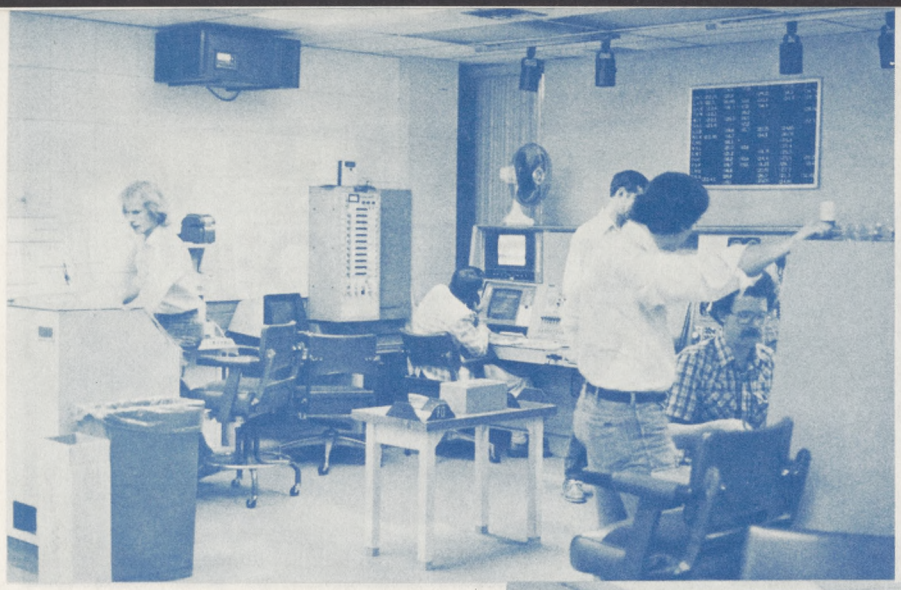
Above: From left: Dave Dallner, Gene London and Randy Gray relaying vital General Aviation information.

Left: Gary Spranger (left) and Chuck Andries "read" weather information from computer-generated data which is summarized to the pilot.

Below: Ben Clarke extracts information from the weather computer used to store weather data and other aviation-related information.

COVER PHOTO: Linda Smith, Fred Werner, Bob Dean and Jim Parris work operating positions within the Ontario FSS. The map in the center depicts the Los Angeles Basin and the location of Ontario FSS.

More Ontario FSS



Above: Dale Cunningham, Dave Dallner, Steve Pasecky, Larry Ciarlo and Bob Pavicic team up in one corner of the facility. Three operating positions are shown: From left--teletype, preflight and flight data.

Right: Training is a very important aspect of Flight Service. Here, Dale Cunningham (left), Pat Powell and Bob Williams are hitting the books to assure professional knowledge is maintained.

Left: A view of the Ontario FSS Operations Room showing the preflight positions (left) and the teletype and inflight/flight data areas. Marty Krueger (lower right) watches over the facility as Controller-in-Charge.

Still More

A

B

C

D

A--Howard Irwin (left) and Bernie Hoffman discuss developing weather patterns viewed on the computer.

B--Jim Parris (left) and Tom Dunn reflect the concentration required of a pilot weather briefer.

C--Ontario FSS Facility Manager Jack Moore (left) and Assistant Facility Manager Jerry Marcum coordinate facility administrative matters.

D--Jack Farnsworth (right), Controller-in-Charge, provides a pre-duty briefing to Supervisory Air Traffic Control Specialist Larry Berg.

Other FSS personnel not available for photos: Jim Ball, Chuck Burge, SATCS Beverly Clark, Dale Conner, SATCS Bob Dirks, Larry Ditler, Al Droll, Dennis Floyd, Scott Hipp, Bruce Jones, Don Knehr, Ignacio Melgoza, Eddie Nelson, Paul Provence, Rom Rash, Doug Sage, Secretary Janet Snyder, Jim Soucek and SATCS Jack Woods.

AFS personnel: Karl Malmstrom and Greg Krasieski.

All photos by Scott Hipp.

Guam CERAP Controllers Earn Recognition

Three Letters of Commendation were recently presented by Guam CERAP Manager Willis Cannon, Jr., to Chester Edge, Harold Deatley, and Charles Cornelison. They were recognized for their professional manner, excellent job and co-operation during an extremely heavy workload during a typhoon approaching the Philippine Islands. The Controller-In-Charge was notified that in addition to normal traffic, 55 aircraft were en route to Guam and were due to arrive within a 90-minute period, with large numbers of aircraft in formation flight which included six KC135 tankers. The aircraft were being evacuated to Guam from Clark Air Base and Cubi Point Naval Air Station. Chester Edge was the Controller-In-Charge, assigned Harold Deatley to en route radar and Tim Cornelison to arrival/departure radar. Chester also assumed the en route radar associate, D2 position. The trio expertly executed the flow to both Anderson and Agana in a safe and expeditious manner. Hats off to Chester, Harold and Charles for a job well done!

Planning A Retirement Party?

INTERCOM editors welcome your announcements on retirement parties. In addition to normal distribution to FAAers, INTERCOM also goes to some 900 FAA retirees who have requested it. We do, however, need sufficient time -- plan to send us the article at least six weeks ahead. If you don't have all the details yet, include a contact at the facility for further information. This will allow FAA retirees sufficient time to receive INTERCOM, make contact with the facility, and arrange to be at the party.

Paso Robles Highlights

Paso Robles Flight Service Station (FSS) has a new interior. Paneling, a new ceiling and lighting has done much to give a new look. The airport maintenance man performed all the labor. In appreciation for the fine job, Air Traffic Manager Rod Stahl presented a Certificate of Appreciation to Roger Oxborrow during a regular meeting of the Paso Robles City Council.....All radios are being changed to solid state and we are waiting to have the consoles painted.....A welcome goes to Allen Heller from Sacramento FSS and David Wittenberg from Ontario FSS, who have joined the Paso Robles staff. This gives us a full team but, one will be leaving for a tower in the summer.

News About Pay Coming

When it comes to pay, most people are interested only in the "bottom line"--that is, how much do they get to keep. But the bottom line depends on more than just a person's base pay. There also are various premium pay provisions such as revitalization, holiday, night differential, Sunday, standby, and hazardous duty.

To clarify the subject, the Office of Personnel and Training will be distributing a pamphlet on "Pay" at the end of February as part of its Human Resources Management Information Series. It will be the fourth of 16 planned pamphlets in the series.

The first three covered Retirement, Health Benefits, and Leave. Future subjects will be Life Insurance, CBI Training, Injury Compensation, Classification System, Social Security/Medicare, Personnel Management Information Systems, RIF/Grade & Pay Retention, Employee Assistance Program, Merit Promotion Program, Incentive Awards, Occupational Safety & Health, and the Performance Appraisal System.

Oakland FSS News

Good planning and a lot of work gave Oakland Flight Service Station (FSS) a smooth operation over the Super Bowl Weekend. Oakland FSS, along with other Bay Area Air Traffic facilities and the Regional Planning staff, began the preparation for the Super Bowl traffic with a meeting held in mid-October. By using all the talent available, they were able to come up with an excellent workable plan. Traffic at Oakland began to build up at the end of the week, peaking out on Super Bowl Sunday. On Sunday, Oakland FSS recorded a 40 percent increase in Pilot Briefings and a 45 percent increase in IFR Flight Plans. The following day was nearly as hectic with briefings staying at the same level and flight plans at 25 percent over normal. On top of this, the FSS was responsible for the coordination of well over 200 expected departure clearance times, becoming the middle man between the Center and the pilot. By Tuesday, traffic began to return to normal, giving all a chance to catch their breath and to realize that they had made it through the Super Bowl Weekend as another Bay Area winner.....And, speaking of winners, January was a good month for awards at Oakland FSS. Darryl Mueller received a Special Achievement Award and Bob Kemp accepted a Letter of Commendation. Letters of Appreciation were awarded to Clifton Jarman, Robert Fahrenbruch, Debra Plymate and Terry Lankford. Congratulations to all of you.

ANNUAL MEETING
FAA WESTERN FEDERAL CREDIT UNION
8020 Alverstone, Westchester

Wednesday, March 6, 1985
Registration opens at 4 PM
Meeting begins at 5 PM

Tom Blatz Presented Award

Tom Blatz (above right), Principal Airworthiness Inspector, Scottsdale/Phoenix Flight Standards District Office, recently received a Quality Increase Award with an outstanding rating from Eldon Gubler, Manager.

AF Division Awards

The following Airway Facilities Division, AWP-450 employees recently received awards: Quality Increase Awards with outstanding ratings - Mary Andrews and Olga Eiben; Special Achievement Awards - Leroy Early and Nicholas Vazopolos; Career Service Emblems - 25 years - George Larson; 15 years - William Dial; Letters of Appreciation – Ed Matthews and crew for their work on the Sacramento ATCT Rehabilitation project from Sacramento Airway Facilities Sector (AFS) Manager; Henry Sandstrom, for his good work on the Gillespie Tower modernization from San Diego AFS Manager; Russ Teske, Joe Sanchez, Tony Sebastian, Al Rainwater, Harry Nii and Tamio Ishida for their dedication to duty on the changeout of all Davis-Monthan/Tucson AFS Field Office RTR antennas from Radar/Comm Unit Supervisor in Phoenix.

FY86 Budget Request Is $5.1 Billion

The Reagan Administration has asked the Congress for $5.13 billion to run FAA in FY 86 and finance its improvement programs.

For the most part, FAA escaped the heavy budget cuts that hit most non-Defense agencies, including other elements of the Department of Transportation. The overall DOT budget request was down 13 percent from the FY 85 level, whereas the FAA request dropped only four percent.

One reason FAA fared so well is that 85 percent of the total FY 86 request is to be financed from user taxes through the Airport and Airway Trust Fund.

Among the highlights of the budget request was funding for the Airport Improvement Program, which is projected to top the $1 billion mark for the first time in history in FY 86. The $1.017 billion request is $92 million above the FY 85 program level.

FAA also did well in "Operations," which is the money used to pay most salaries and keep the agency running on a day-to-day basis. The request for $2.659 billion represents a $55 million increase over the FY 85 level of $2.604 billion.

On the other hand, the Facilities and Equipment request dropped $213.5 million from the FY 85 record level of $1.36 billion to $1.146 billion. The reduction will require some rescheduling of NAS Plan programs.

Also taking a cut is the proposed budget for Research, Engineering and Development. The FY 86 request for $196.5 million is 25 percent under the current spending level.

The total number of positions in the FY 86 budget request is 47,515, which represents a slight reduction from the FY 85 level of 47,918. However, the rebuilding of the air traffic control system will not be affected since funds to train 1,872 ATC initial qualification enrollees are included. Moreover, controller end-of-fiscal-year staffing is slightly higher than the FY 85 end-of-year figure and is adequate to handle forecasted traffic increases.

Criteria Issued For Two-Engine Ocean Flying

The agency has issued proposed criteria for airlines to meet before receiving approval for making transoceanic passenger flights in two-engine jet aircraft.

In order to make sure that the two-engine flights will be as safe as those by three and four engine jets, FAA will require airlines wishing to make such flights to prove individually that the carrier, its aircraft, and its flight crew members meet the criteria.

Under these criteria, authorized airlines will be permitted to fly routes that are within 120 minutes of one-engine flying time from an adequate airport, provided that at least half this route is less than 90 minutes of one-engine flying time from such an airport. The current standard is 60 minutes.

Besides engine reliability, the proposed criteria cover such things as special airframe reliability, backup systems, maintenance, fire protection, and crew training.

Airlines meeting the criteria will be authorized to fly the traditional North Atlantic routes, but not the West Coast-to-Hawaii route.

Currently, the only aircraft for which approval has been sought to fly under the new criteria is a version of the Boeing 767 ER (Extended Range). The new criteria are set forth in detail in FAA's proposed Advisory Circular 120-xx.