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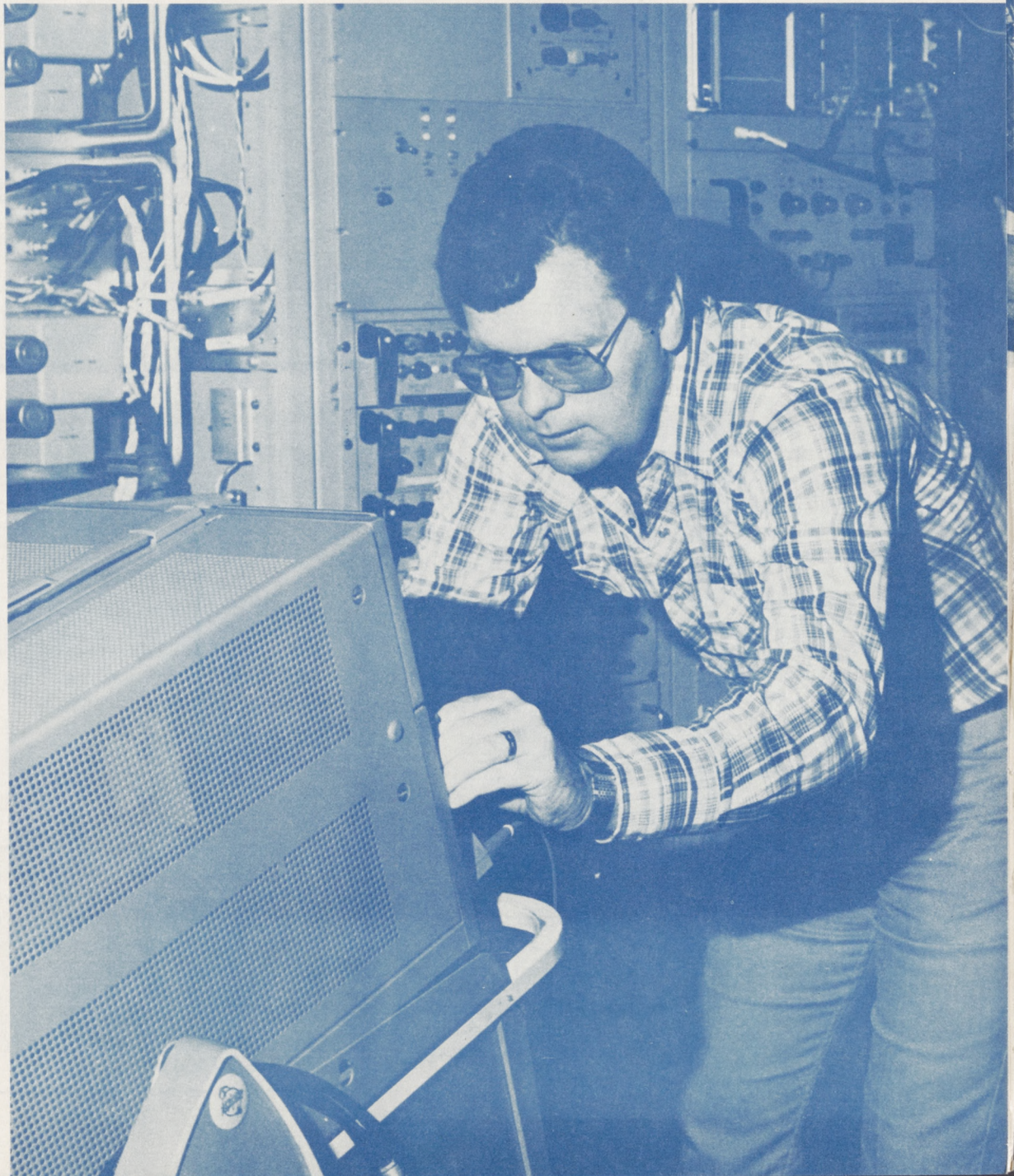


U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom

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Cover Story

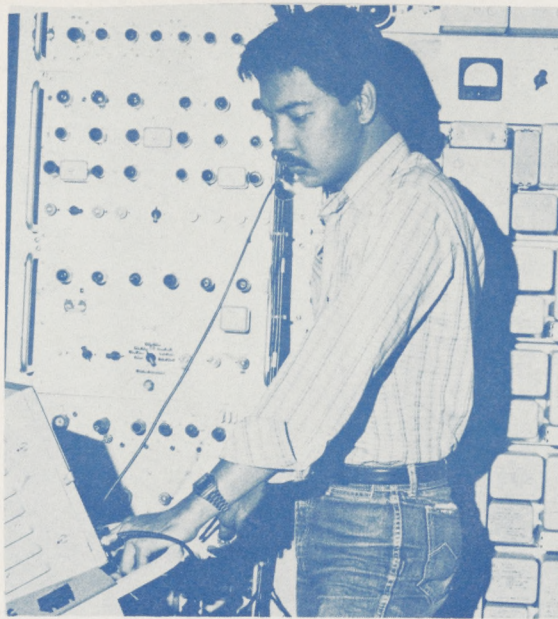
The Tucson Airway Facilities Sector Field Office is located on Davis-Monthan Air Force Base in the same building as the Tucson TRACON.

The manager of the Field Office is Ken Esham. His staff consists of the following: Bob Benge, Gerry Browning, Jack Chalk, Richard Christensen, Ed Clutter, Bob Guy, Lester Hair, Don Hannum, Manuel Hernandez, Don Kirschner, Dave Lyons, Jordan Madison, Marshall Mills, Chuck Schenk, Angela Solis, Jim Stosberg, Bob Taylor, Mike Villafane, Bob Watson and Kent Willson.

The present Field Office was originally established in 1956 by the Civil Aeronautics Administration as the Davis-Monthan Sector which was responsible for maintaining only the facilities associated with the Davis-Monthan RAPCON. In the intervening years it became a Sub-sector of the Tucson Sector, which at that time was located on Tucson International Airport. The Field Office is presently a part of the Phoenix Airway Facilities Sector which is managed by Kermit Clark.

The Field Office presently has the responsibility for approximately 50 facilities. The facilities include an RCAG and two RCO's located in the beautiful Catalina mountains 45 miles northeast of Tucson at approximately 9500 feet, to VOR/DME, RCO and H facilities at Nogales International Airport, Nogales, Arizona, 70 miles south of Tucson. The Nogales International Airport borders Mexico. The Field Office also has the honor of having the first and only ARTS-IIIA system commissioned in the Western-Pacific Region.

Cover photo: Don Hannum, Electronics Technician, checks the ARTS-IIIA/RADAR interface waveforms. Cover photo by Bob Watson (ET).



Gerry Browning, Electronics Technician, performs maintenance on the ASR-5 radar system. Photo by Bob Watson.

The News in Brief

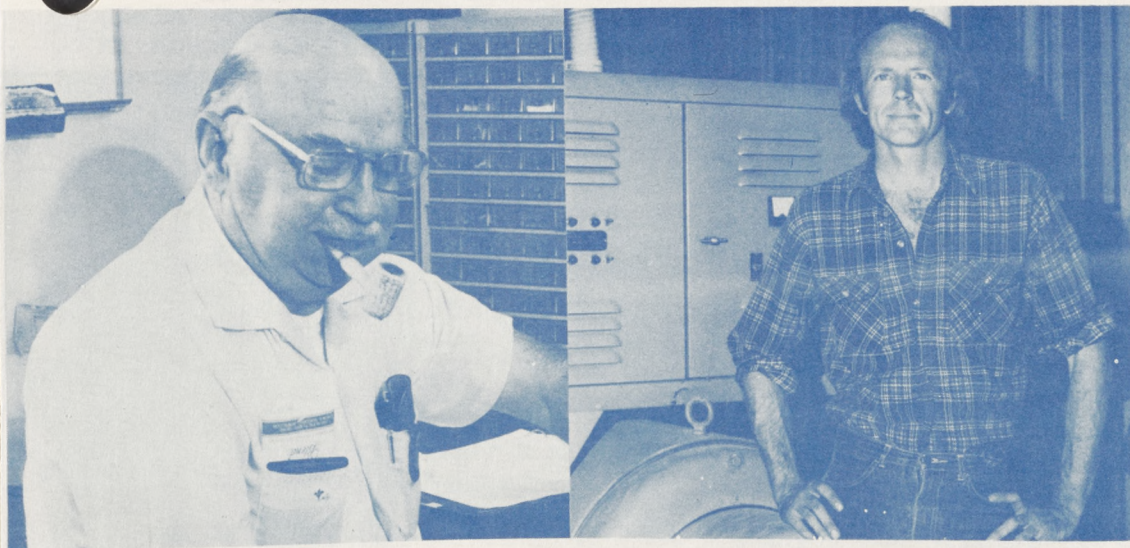
* During the month of April, the average daily air traffic delay figure was 748. This is up from last month's figure of 605, but substantially down from the 1,178 in April a year ago.

* The world's airlines in 1984 had their best safety record since the International Civil Aviation Organization began collecting statistics 40 years ago. There were 15 fatal accidents during the year involving 224 fatalities. The previous low was 247 in 1945.

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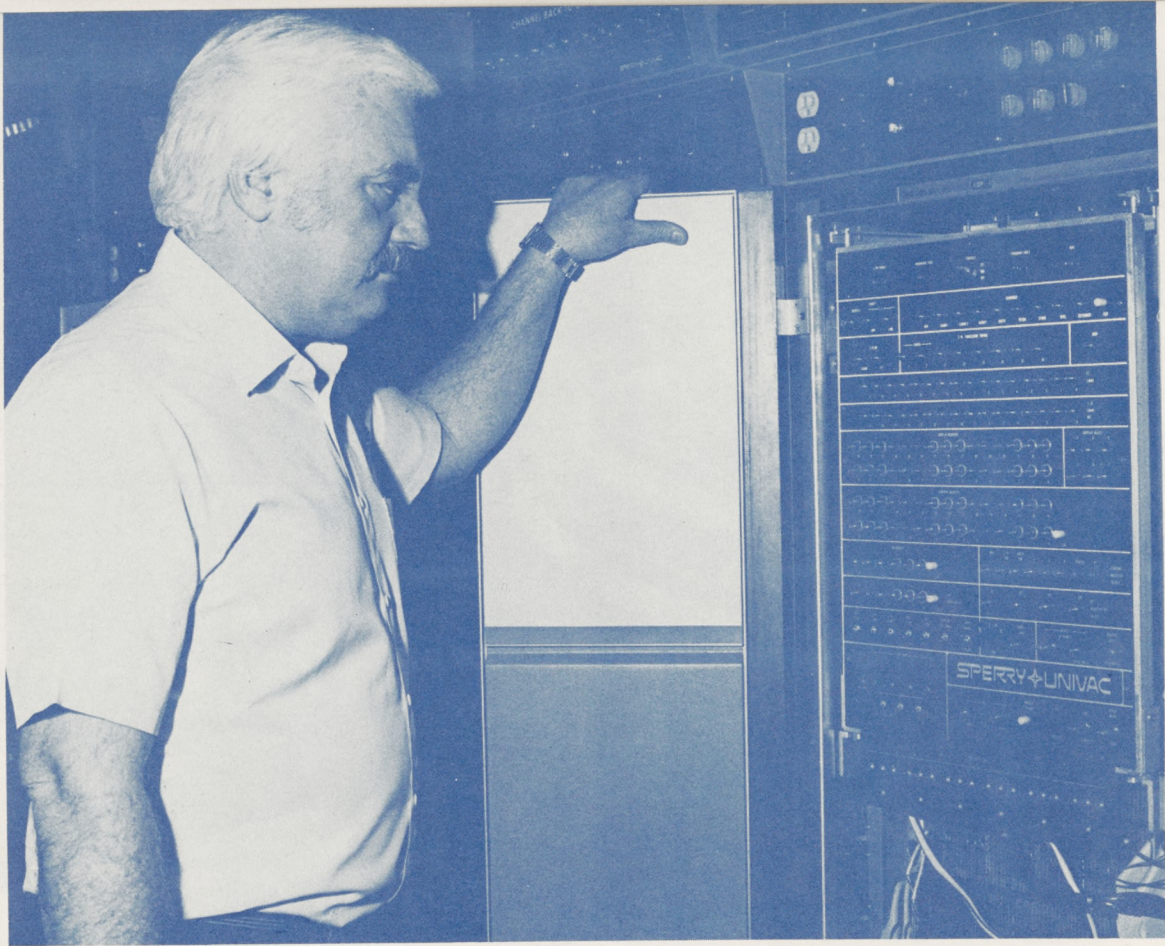
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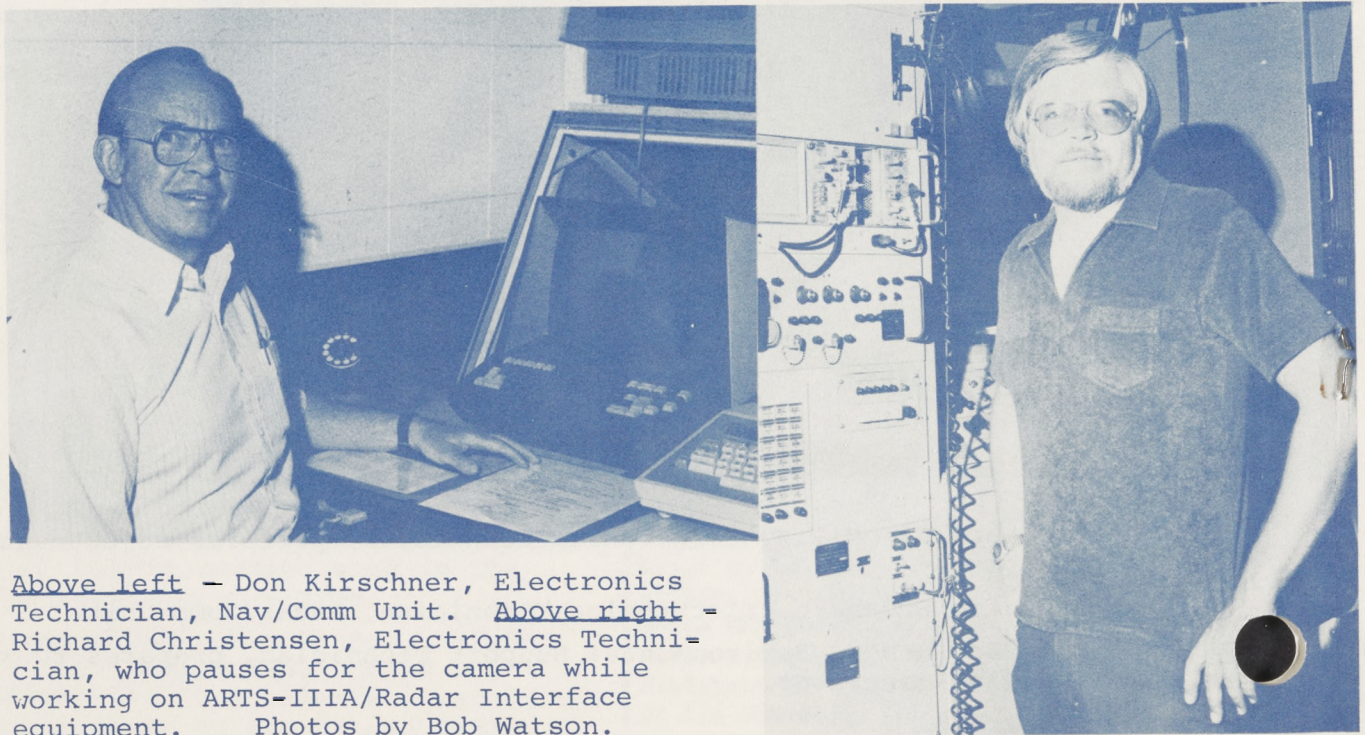
Top photo: Marshall Mills, Electronics Technician, performs adjustment on FDEP equipment.

Below left: Jim Stosberg, Electronics Technician, Radar/Comm Unit.

Below right: Bob Benge, Environmental Support Technician, prepares to work on TRACON engine generator.



Jordan Madison, Electronics Technician, checks the performance of the ARTS-III A Computer System.

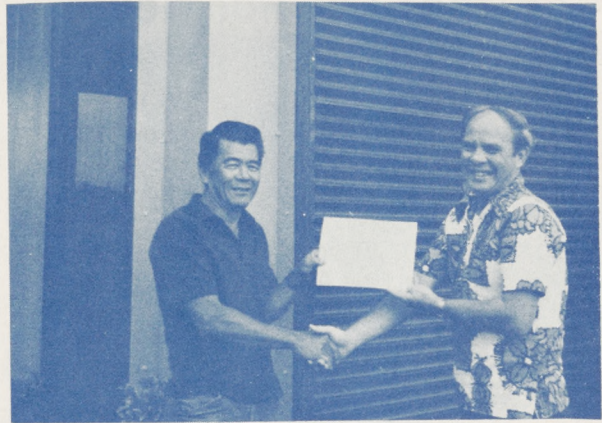


Above left - Don Kirschner, Electronics Technician, Nav/Comm Unit. Above right - Richard Christensen, Electronics Technician, who pauses for the camera while working on ARTS-III A/Radar Interface equipment. Photos by Bob Watson.

Hiromu Tanaka

Receives SAA

Hiromu Tanaka (left), Electronics Technician at the Hilo Nav/Comm Sector Field Office, is presented a Special Achievement Award based on outstanding performance. Edward Brady (right), Sector Field Office Manager, makes the presentation. Congratulations, Hiro!



Los Angeles Center Team Building Seminar

Los Angeles Center clerical and administrative employees recently took part in a unique one-day training seminar which was conducted off site at a local inn with no cost to the government. This seminar would not have been possible without the total support of the facility manager and management staff who took care of their own clerical and administrative needs for the day. Although the facility management experienced some minor difficulties (due primarily to not knowing where to find things), they did manage to survive the workday and came away with a far greater appreciation for their clerical and administrative staff.

The clerical and administrative staff participated in a heavily condensed one-day experimental seminar which was designed, developed and conducted by LAX Center Personnel Management Specialist, Jim Kelly, who was formerly a member of the Regional Office Human Relations Staff.

The seminar was structured to promote individual job awareness, interfacing with others, identification of facility priorities, identification of roadblocks and methods of resolution, redistribution and balancing of workload, and team cooperativeness.

The seminar produced the following results:

- Task lists that are now being utilized as desk procedures.
- A redistribution of workload which has increased employee efficiency and effectiveness.
- A facility priority list which has enabled the facility to better meet necessary deadlines and provide essential back-up services; and
- Identification of roadblocks, such as faulty equipment, and the need in some cases for improved attitudes, along with proposed alternatives for resolution.

Feedback provided by the participants of this seminar indicate that they all felt that the seminar was a very worthwhile and beneficial training session and that they would like to continue to try to improve team cooperativeness, as well as streamline working procedures through additional follow-up seminars.

LAX Center intends to hold another session, probably in the fall. In addition to the benefits to be gained by the participants, it will also provide facility managers an opportunity to show that they have learned to find things on their own. It's good that it's only for a day!



Contract Let For New Radar Microwave System

The agency has awarded a \$49.3 million contract to AT&T Technology Systems for the replacement of the microwave system used to relay radar information from remote antenna sites to ATC facilities. Replacing this system is part of FAA's National Airspace System (NAS) Plan for upgrading and modernizing the system over the next 15 years.

The contract covers the procurement of 308 radio microwave link installations with options for an additional 692 sites. If all these options are picked up, it would raise the contract value to \$189 million.

Besides providing better service at lower cost, the new system will transmit voice and data communications as well as radar information. The present system only transmits radar data.

The new equipment also will include a higher powered transmitter and an improved antenna system that will provide reliable transmission of data, while reducing the cost of communication between FAA facilities. By replacing existing, outmoded equipment that is expensive to maintain, the agency expects to save between \$350 million and \$650 million over 15 years.

Mz. Management Says . . . Waste Not Want Not

Once upon a time, there was a Legionnaire named Ben Himher, the Third, who was a ground pounder serving with the Army of Hannibal the Great. Ben's job was to tote a heavy crate of pachyderm sneakers upon his broad shoulders from dawn to dark seven days a week. About halfway through a jaunt across the Alps, Ben decided that sneakers were not covered in his position descrip-

Dole Unveils Safety Hotline

FAA is establishing a new, confidential safety hotline designed to increase reporting of airline safety violations and false record-keeping.

Plans for the new hotline were announced by Transportation Secretary Dole in an April 24 speech to the Regional Airline Association. The Secretary also said the Department is considering proposed legislation to stiffen penalties on parties who knowingly falsify airline safety records.

According to the Secretary, the new hotline "will permit those with knowledge of false record-keeping or other unreported violations to alert Federal officials without fear of recrimination. Hotline reports of violations will be cross-checked and verified to insure accuracy before action is taken." The verification of these reports will be done by FAA's Office of Aviation Safety.

Also, Secretary Dole noted that as part of FAA's stepped up safety surveillance program, the agency has increased the frequency of unannounced airline inspections this year and placed greater emphasis on operational and maintenance practices with less reliance on airline records.

tion so he conveniently excessed his burden into the nearest deep crevice.

Shortly thereafter, a disastrous series of events began unfolding which resulted in a total work stoppage due to blowouts experienced on the majority of pachyderm sneakers in service. A sector-wide inventory turned up nary a one sneaker, so a priority one requisition was submitted. It was promptly returned stamped "NO FUNDS AVAILABLE."

The morale to this story is "Even though our load sometimes seems unbearable, human lives, not pachyderms, depend upon us."

P.S. Money is still short, but we have plenty of pachyderm sneakers in stock.

Agency Updates NAS Plan

Most of the major NAS Plan projects already are under contract and some are nearing completion, Administrator Engen noted in releasing the third annual update of the National Airspace System (NAS) Plan. "As a consequence of this," Engen continued, "the agency has placed renewed emphasis on management control of schedules and costs to ensure that these objectives are achieved on time and within budget.

"The basic plan has not changed," he added, "but it is important that the plan continue to be adaptable as we move forward."

Originally published in December 1981 and generally known as the "Brown Book," the NAS Plan is a comprehensive blueprint for modernizing the nation's air traffic control and air navigation system over a 20-year period. The latest edition reports on progress FAA has made during the past year in implementing the plan and lists four new projects that have been added.

These include establishing a LORAN C (long range navigation) system for aviation use and upgrading the automation system in the New York terminal radar control room (TRACON).

Besides those being distributed to key offices, copies of the plan will be available from Government Printing Office bookstores and a sales outlet established in the Systems Engineering Service.



Traffic Up at Dulles

The campaign to shift airline passenger traffic from Washington National Airport to Dulles is starting to pay off. In February 1985, passenger volume was up 28.7 percent over February 1984 at Dulles and down almost two percent at National.



Dean Michalscheck Presented Award

Dean Michalscheck, Electronics Technician at Battle Mountain, Nevada ARSR, was recently presented a Special Achievement Award for outstanding performance. Congratulations, Dean!

Career Day at Santa Barbara HS

On April 28, Mickey Long, Air Traffic Manager, and Hank Verbais, Flight Service Specialist at Santa Barbara Flight Service Station (FSS), took part in a Career Day program at Santa Barbara High School. Approximately 30 students heard Mickey and Hank discuss career opportunities in air traffic control. The Career Day, which is sponsored jointly by the Santa Barbara County Schools and the Industry Education Council, had representation from more than 50 career fields, including aviation management, airline pilots/flight attendants, and our own FAA representatives.

Hank, who is Aviation Education Specialist in the Santa Barbara area, is active in community education programs from pre-school to community college ages.



International News

FOR INFORMATION CONTACT ELAINE CARTER, INT'L. AFFAIRS SPEC., AWP-4F FTS: 966-6333

Swedish Team Concludes U.S. Visit Here

Messrs. John Kaarbro (L) and Ewert Dahlstedt (R), both of the Swedish Board of Civil Aviation, began their three-day program in Western-Pacific Region with a courtesy call on George Harvey, then Acting Regional Director (C) and a mutual exchange of data and views on various aspects of their specific interests in Air Traffic/Airport Operations and Management in the U. S. The visitors had arrived in Los Angeles via Montreal, FAA Headquarters/ Washington, D. C., New York, Atlantic City, Dallas and Fort Worth.

Their local program included technical discussions with key FAA Air Traffic and Airports Division officials as well as facility tours and briefings at the LAX Tower and TRACON with Managers Jim Holtsclaw and Jim Holweger. A full day scheduled with the Los Angeles Department of Airports General Manager and staff provided the visitors with a tour of the Los Angeles International Airport and a thorough overview of its operational and management techniques, recent expansion projects and the airport's master plan.

Mr. Dahlstedt was recently appointed Managing Director of SWEDAVIA, a quasi-governmental body established to promote Swedish air transportation and technology. Mr. Dahlstedt previously served as Director of the Air Traffic Services Department of the Swedish Board of Civil Aviation. Mr. Kaarbro succeeded Mr. Dahlstedt in that post.

The Swedish Board of Civil Aviation has always been eager to exchange technical information with the FAA and has been both helpful and gracious in all of our contacts. They continue to follow FAA's National Airway System (NAS) developments very closely and are always alert to opportunities for cooperative efforts of mutual interest.

Mr. Kaarbro and Mr. Dahlstedt expressed their appreciation to all who participated in making their Los Angeles visit and program both pleasant and beneficial. Tack Sa Mycket, Gentlemen for sharing your visit and know-how with the FAA Western-Pacific Region.



Swedavia

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