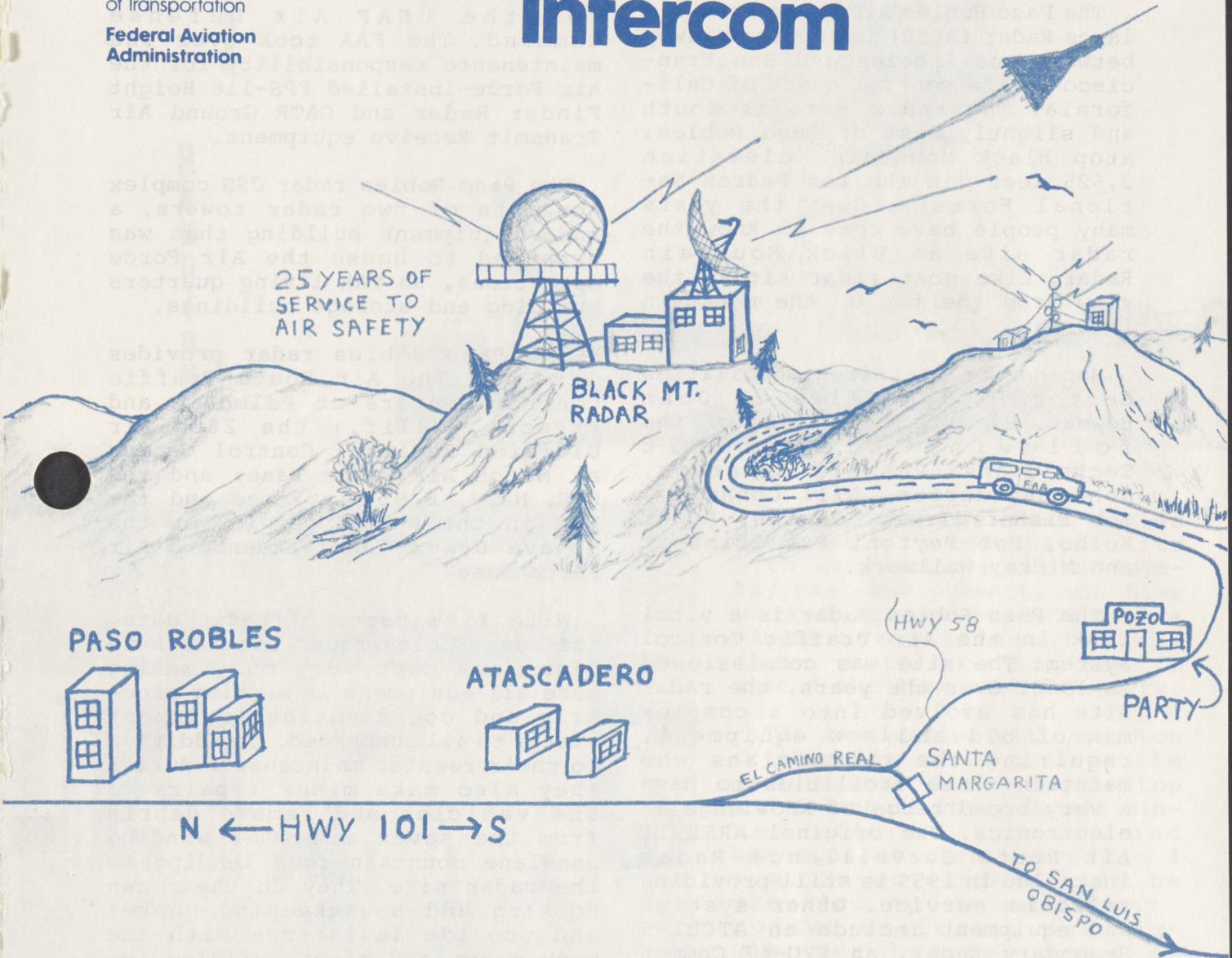




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



**PASO ROBLES LONG RANGE RADAR
SILVER ANNIVERSARY
CELEBRATION
1960 ----- 1985**

Cover Story

The Paso Robles Air Route Surveillance Radar (ARSR) is located midway between Los Angeles and San Francisco on the central coast of California. The radar site is south and slightly east of Paso Robles, atop Black Mountain, elevation 3,625 feet (in the Los Padres National Forest). Over the years many people have come to know the radar site as Black Mountain Radar. Like most radar sites, the view from the top of the mountain is great.

Manager of the Airway Facilities Sector Field Office is John Bowman. His staff consists of the following Electronic Technicians: Russell Anderson, John Baysdorfer, Bill Connelly, Bob Fisher, Irwin Johnson, Roger Kolbo, Bob Peyton, Pat Tribbett and Mickey Wallwork.

The Paso Robles Radar is a vital link in the Air Traffic Control System. The site was commissioned in 1960. Over the years, the radar site has evolved into a complex mix of old and new equipment, requiring the technicians who maintain these facilities to have a very broad range of knowledge in electronics. The original ARSR-1E Air Route Surveillance Radar installed in 1959 is still providing reliable service. Other systems and equipment include an ATCBI-5 Secondary Radar, an FYQ-47 Common Digitizer, two RML-3 Radar Microwave Links, BUEC Back Up Emergency Communications, RRWDS Remote Radar Weather Display System and various other support equipment.

In 1980 the Paso Robles radar site was integrated into the FAA/

USAF Joint Surveillance System. Cambria Air Force Station was closed and the Paso Robles radar assumed the dual role of providing enroute radar coverage for FAA and peacetime surveillance for the USAF Air Defense Command. The FAA took over the maintenance responsibility for the Air Force-installed FPS-116 Height Finder Radar and GATR Ground Air Transmit Receive equipment.

The Paso Robles radar JSS complex consists of two radar towers, a radar equipment building that was expanded to house the Air Force operations, an FAA living quarters building and storage buildings.

The Paso Robles radar provides data to: The Air Route Traffic Control Centers at Palmdale and Fremont, Calif.; the 26th Air Division Regional Control Center at March Air Force Base; and the U.S. Navy, U.S. Air Force and the FAA in the R-2508 complex on the Mojave Desert and Vandenburg Air Force Base.

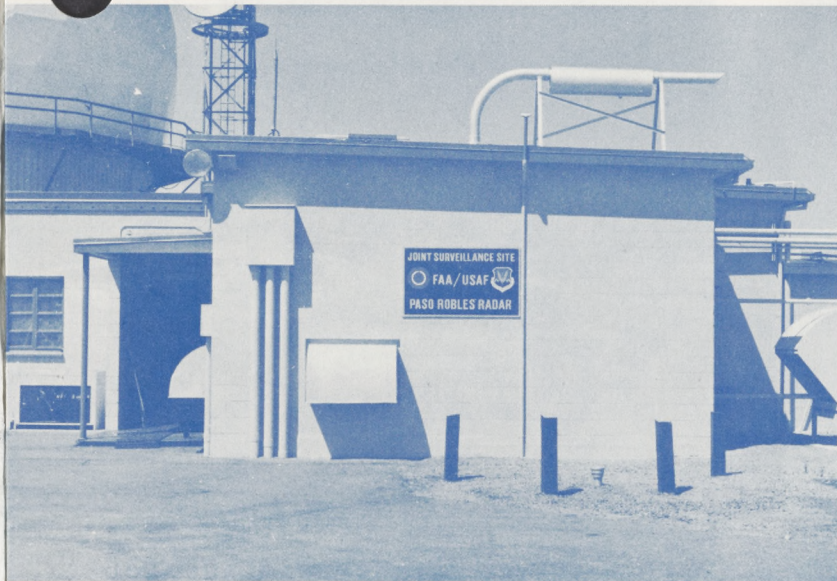
With five users of radar data, the Paso Robles radar site technicians are kept very busy making sure all equipment is working properly and coordinating equipment status to all concerned. In addition to their regular maintenance duties they also make minor repairs to the vehicles and remove debris from the seven miles of winding one-lane mountain road leading to the radar site. They do their own cooking and housekeeping chores and provide assistance with the many major and minor building improvements and repairs. They also provide help on installation projects. There isn't much a Long Range Radar Crew can't do. They are a very competent group of technicians.

Cover Art: Cover designed by Electronic Technician Roger Kolbo.

Paso

Robles

Reunion



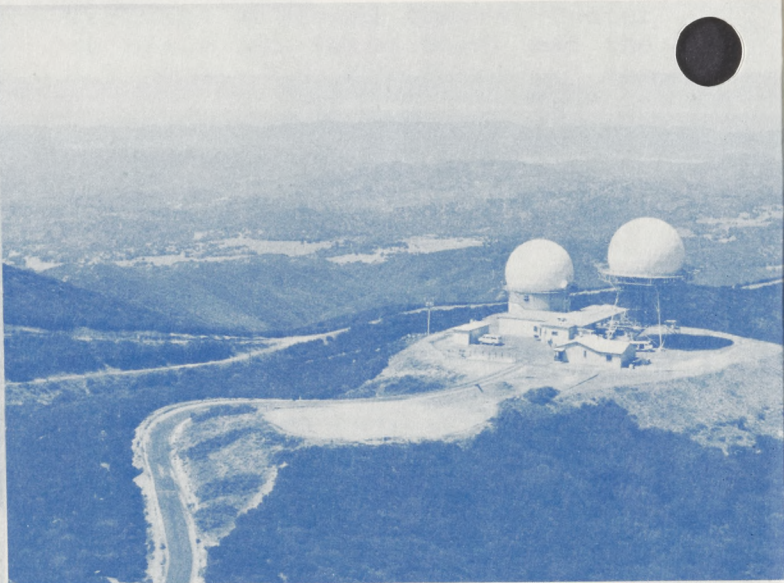
Top photo: Paso Robles Long Range Radar site prior to becoming a joint use facility.

Above: Entrance to FAA radar equipment room and Air Force Operations area.

This year the Paso Robles Radar site is celebrating its 25th anniversary. All employees, past and present, who have worked at or who have had a close association with the radar site are invited to attend the 25th birthday party.

The festivities will begin on October 12, at 10 a.m. at the famous Pozo Stage Coach Stop and Saloon in Pozo, Calif. Dinner will be tri-tip and barbeque chicken served at 4 p.m. Entertainment will be provided by the outstanding Mojave Magician, Joe Diggle. Joe has performed at the Los Angeles Magic Castle several times and puts on a very good show. Cost is only \$9 per person. Reservations are required by Sept. 20. Make checks payable to Pat Tribbett, P.O. Box BD, Atascadero, CA 93423.

PASO ROBLES

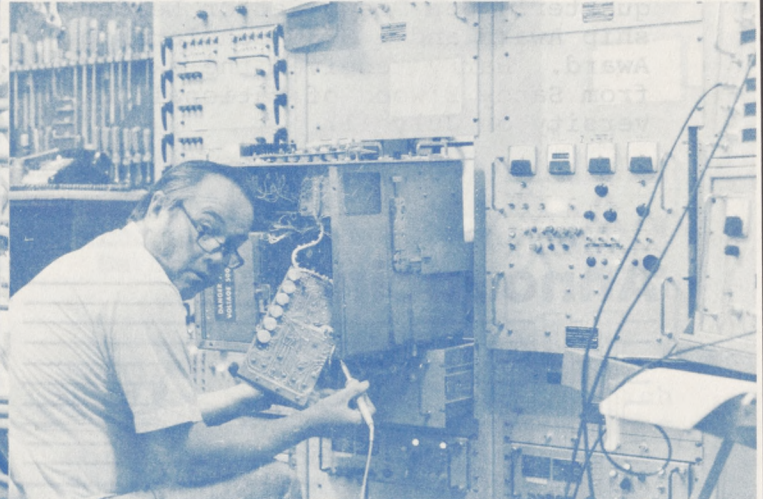


Top: Electronic Technicians Bob Fisher (left) and Pat Tribbett work on an Air Force radar antenna.

Left: Electronic Technician John Baysdorfer is the senior technician. He has worked at the Paso Robles radar site since 1959.

Above: Paso Robles Long Range Radar Site itself.

Paso Robles Radar



Top left: Russ Anderson (left) and Bob Peyton make repairs to the Air Force Height Finder Radar.

Bottom left: Environmental Support Unit Technicians Mike Borgeson and Gary Smith change an obstruction light head. Look close and you might see Gary Smith in the boom truck bucket.

Top right: Here you see Bob Peyton repairing the Secondary Radar System (ATCBI-5).

All photos by Roger Kolbo and the U. S. Air Force.



Congratulations Harry Kanarr

Harry Kanarr, Manager of the Airway Facilities Sector Field Office in Long Beach, recently received the quarterly San Diego Sector Leadership Award and a \$750 Scholarship Award. Harry received the award from Sandy Elwood of National University on July 11.



Announcing



The Third Chicago O'Hare Reunion

(For all FAAers who worked at airport)

WHEN: Saturday, September 14, 1985

WHERE: O'Hare Plaza Hotel
Kennedy & Cumberland
2 miles east of ORD
Courtesy bus available

HOW MUCH: \$17 per person — cash bar

For lodging reservations, call hotel:
(312) 693-5800 \$40 single/double

Industry reception: Friday night, September 13

For more info, call O'Hare ATCT



Automated Terminal Radar Upgrade Contract Signed

Controllers at 120 airports across the country will soon have additional warning systems built into their automated systems. At these sites the agency is upgrading the Automated Radar Terminal Systems under a contract with Burroughs System Development Corp. Altogether 87 ARTS II systems will be upgraded and 33 TPX-42 systems replaced with the enhanced ARTS IIAs.

The new equipment, among other features, will provide controllers with automated Conflict Alert and Minimum Safe Altitude Warning. These systems trigger aural and visual alarms when planes are below their safe altitude or in a conflict situation. Also, the new equipment will give controllers ground speed data on transponder-equipped aircraft.

Deliveries of the new equipment will begin September 1986 with scheduled completion in November 1987.



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, AWP-5, 213/536-6431 or FTS 966-6431.

Accounting Division Employees Honored

By Caleb Logan

Five employees of the Accounting Division's Examination and Classification Branch (AWP-26) recently were honored with Special Achievement Awards or Quality Within-Grade Increases. The Branch is proud of these men and women for their outstanding performance during the Uniform Accounting System (UAS) conversion in 1983.

In the Travel and Transportation Section, Betty Hashigami and Barbara Gillespie received Special Achievement Awards.

.....BETTY, recently promoted to a Lead Accounting Technician, was recognized for being a diligent, hard-working, efficient technician. Being willing to accept responsibilities, having to meet varying work demands, and volunteering to pitch-in and assist fellow workers to accomplish their tasks, Betty played one of the leading roles needed to bring a backlog of documents, caused by the conversion, to a current status in record time. She has been in the FAA for more than seven years, first in the Western-Pacific Accounting Division, then in the Southern Region before returning to this region.

.....BARBARA, Accounting Technician, was recognized for being a very hard-working, diligent and conscientious employee. Barbara has consistently used her superior abilities and excellent work-talent to bring the document backlog to a current status. She has been with the Accounting Division for four and a half years, two and a half years as a Voucher Examiner and two years as an Accounting Technician.

In the Contracts and Payables Section, Angelita Victoria and Susie Koga received Special Achievement Awards and Richard Feldmann received a Quality Increase Award.

.....ANGELITA, Voucher Examiner, was recognized for certifying an exceptionally heavy workload of vouchers within acceptable time



Photo: Richard Feldmann and Barbara Gillespie.

limits. While undergoing voucher examination training and being lent for half-days to Unit 3, which was the old section, Angie kept her workload current. Coming from the Southern Region of the FAA, Angie has been a Voucher Examiner for the Western-Pacific Accounting Division since 1983.

.....SUSIE, Accounting Technician, was recognized for being a diligent, hard-worker. With speed and accuracy, Susie has become one of the most productive Accounting Technicians by consistently attempting to do a better job every day, which inspires her peers. She has been in this Branch for two and a half years.

.....RICHARD, Accounting Technician, received the Quality Increase Award, which included a Within-Grade Increase and an Outstanding Performance Rating. Richard was recognized for his high quality work, ability to handle difficult tasks without supervision, and the ability to communicate these matters to others in a fully understandable manner. Working hand-in-hand with the programmers as they converted the accounting records from the old system to the new one, Richard balanced reports and informed programmers of changes needed and taught his co-workers the new system. He has been with this Branch since 1971, first as a Voucher Examiner and currently as an Accounting Technician.

Photo by Rafael Riera.

Letters We Like To Receive

KENTELCOM

Telecommunications Consultants P.O. Box 3203 Torrance, California

John P. Kemper PE
President

June 20, 1985

Mr. H. C. McClure, Director AWP-1
Western-Pacific Region
Federal Aviation Administration
P. O. Box 92007 WWP
Los Angeles, CA 90009

Dear Mac,

This letter is being written to bring to your attention an outstanding performance by your Logistics Division. It concerns the leasing of a small portion of the FAA San Pedro Hill property (ARSR site) for communications and data transmitting and relay by non-FAA entities.

For over three years, the Logistics Division has been working quietly and diligently to effect a modernization, rehabilitation and orderly assessment and control of the site. The word "unique" is overused, but I can think of no other that descriptively applies to the 1400+ MSL site, providing the only elevated site so suitable for data and communications relay within 35 miles.

The details of the whole operation would fill a book -- I know it fills a large file in AWP-56. Marx Tyler and his staff can supply you with those details. The important point is that because of the Division's consistently professional progress in pursuing this matter, a very important public service is not only continued, but additional Paramedic, Hospital, Common Carrier, Broadcast and Transportation radio facilities can begin to serve the public at large, with assurance of no interference with FAA facilities.

As consultant to Advanced Electronics, the firm who leases the northwest corner site, I have been very close to the unfolding drama. And it has been dramatic, encompassing heavy political, environmental and economic overtones. There are several persons in Logistics who have been involved at various times, but I wish to particularly commend Bob Moline for his patient and effective leadership of the program. He always assured that FAA's interests were paramount, while still working with me and others to effect a final solution equitable to all.

A relative newcomer to the Region, Rod Mariott of Bob's staff, has been particularly outstanding. While steady progress had been made prior to his arrival in AWP-56, he has become a gentle whirlwind, accomplishing astonishing coordinations, completely protecting FAA's mission on the Hill, while still showing genuine concern and effectively bringing the project to fruition. He has a way of cloaking his outstanding professionalism and expertise in real estate and contracts matters with a mask of practicality that makes us all eager to do whatever he asks.

To those not deeply involved in telecommunications, it will be hard to understand the public service benefit to be derived from the use of San Pedro Hill for communications. For instance, only through the professional attitudes of AWP-56 personnel, with full cooperation of AWP-406 and the San Diego AF Sector, was a special waiver issued that permitted ABC-TV to effectively provide the world with that classic 1984 Olympics TV coverage. The majority of the venues were rebroadcast to the world-wide network through two temporary special installations on the Advanced Electronics tower. ABC-TV made it very clear to me when they approached me to engineer the facility installation, that no other site could give as high a quality broadcast signal "for every venue from the Coliseum south".

I realize this letter is very long, and I apologize for it. But the project was long and complex and important. And the work accomplished by Marx Tyler, Bob Moline and Rod Mariott so outstanding that I could not explain the important public impact that it has and will continue to have without at least this overview. I am convinced that San Pedro Hill will become a national standard for "antenna farms" on FAA property.

Please convey my personal commendations to Marx, Bob and Rod. You are to be congratulated for having staff of such outstanding calibre and effectiveness. All too often what might seem to be mundane "contracts" or "real estate" work done in Logistics can be overlooked for the public impact and benefit those functions can have upon us all.

Sincerely,

John P. Kemper

Jerry Yocom Retirement Party Sept. 20, 1985

After 36 years of dedicated service, K. G. "Jerry" Yocom has announced his retirement. In his many years of quality service to the flying public, Jerry has held numerous positions throughout the Western-Pacific Region. Most recently, his positions include staff specialist work in the Regional Office, and manager duties at both Long Beach Air Traffic Control Tower and Torrance Air Traffic Control Tower.

In testimony to Jerry's fine service to our Region, he was recently bestowed the Director's Award for outstanding achievement, for his dedicated performance at Long Beach Air Traffic Control Tower during and immediately following the strike. Long Beach FAAers are very proud of Jerry's accomplishments, and will miss him as their leader.

Jerry's retirement party and roast is scheduled for Friday, Sept. 20, with cocktail hour starting at 7 p.m., and the main event, the dinner and roast, starting at 8 p.m. The party will be held at the Long Beach Holiday Inn, 2640 Lakewood Blvd., in Long Beach. New York strip steak will be served. If you would like to attend this gala event, please R.S.V.P. by Sept. 13, to Virginia, at Long Beach Tower. If you have any input for the roast, advise her at that time. Cost is \$19 per person, including tax and tip.

Nielsen Retirement Luncheon

A luncheon for Jim Nielsen, retired assistant to the Director, will be held on August 30, 11:30 a.m., at the Cockatoo Inn, 4334 W. Imperial Hwy, Hawthorne. Entrance selection is Chicken Alfredo or Beef Stroganoff. \$10.50 per person. Forward reservation and payment by August 23, to Civil Rights Staff, AWP-9.

FAA to Fund Airway Science Improvements

As part of its program to help develop a cadre of college graduates qualified in aviation occupations, FAA has announced it will solicit competitive proposals for airway science program grants.

The grants will be awarded to accredited, four-year colleges with airway science curricula for the construction of airway science facilities. These may include such things as classrooms, computer labs, and technical and administrative support equipment.

The agency expects to distribute most, if not all, of the \$4 million available. The formal solicitation for the proposals is scheduled to be published in the Federal Register in September.

Vic Katz Retirement Luncheon

Vic Katz, Sacramento Metro Tower Manager, will be honored at a retirement luncheon to be held on August 30, at 1 p.m., at the Holiday Inn in Sacramento. The price, including lunch and gift, will be \$13 per person. R.S.V.P. to: John Foster or Jerry Katz, Sacramento Metro ATCT, 5620 Alan Boyd Drive, Sacramento, CA 95837, (916) 929-5151.

Update Mailing Address

If your copy of FAA World hasn't followed you to your new address, it means two things.

First of all, it means you missed or will miss such articles as the impact of the NAS Plan's

Systems Engineering and Integration contract on FAA employees (June), how the Aviation Safety Analysis System is improving the efficiency of Aviation Standards personnel (July), what Administrator Engen saw on his recent trip to China (August), and what Deputy Administrator Dick Jones thinks about FAA and its people (September).

It also means you haven't taken the simple step needed to change your World mailing address.

Actually, the address used to mail World is the same one used to mail the W-2 income tax forms in December, so it's doubly important to make the change. Simply ask your time and attendance clerk for FAA Form 2730-18, "Payroll Address Information." After you complete items 1 & 2, your T&A clerk will forward the form to payroll for processing.

ARSA Sites Proposed

FAA has proposed an additional 22 locations for establishing Airport Radar Service Areas. This would bring the total of proposed and actual sites to 39. The newly announced sites are: Burbank-Glendale-Pasadena Airport, El Toro Marine Corps Air Station, Ontario International Airport, and March and Norton AFBs, Calif.; Daytona Beach Regional Airport, Ft. Lauderdale-Hollywood, Jacksonville, Orlando, and Palm Beach International Airports Fla.; Dayton International Airport, Ohio; Portland International Airport, Ore.; Tinker AFB and Will Rogers World Airport, Okla.; Offutt AFB and Eppley Airfield, Neb.; Greensboro-High Point-Winston-Salem Regional Airport, N.C. Des Moines Municipal Airport, Iowa; El Paso and Lubbock International Airports, Texas; and Byrd and Norfolk International Airports, Va.

FAA

Toastmasters

Club 3449

FAA Toastmasters Club 3449 meets at the Regional Headquarters on the first and third Tuesdays of each month. The members meet from 11:30 a.m. until 1 p.m. on the fourth floor, Rooms 4W3/4W7.

Guests and visitors are ALWAYS WELCOME. Join the group and learn effective methods of communication and leadership. The Regional Director has approved one hour of administrative leave for employees to attend this educational function.

Contact Administrative Vice President Andy Anderson, ext. 6125, for further information.

EVERYONE IS WELCOME!

Harold R. Guthrie, Jr. Retirement Luncheon

A buffet luncheon to celebrate the retirement of Harold R. Guthrie, Jr., Supervisor, Radar Automation Section, Western-Pacific Region, Hosted by AWP-466, will be held at the Proud Bird, 11022 Aviation Blvd., Los Angeles, Friday, August 30, 1985, 11:30 a.m. Cost of this event is \$10.00 per person which includes the buffet, gift, tax and tip. The luncheon, beginning at noon, features salads, two hot entrees (chef's choice) potato or rice, vegetable, a dessert table, assorted cheeses and fruits, rolls and butter, and coffee, tea, or milk. Cash and carry cocktails will begin at 11:30 a.m. If you are unable to attend, a gift envelope is conveniently attached. Please return your R.S.V.P.'s and cash, or checks payable to Jarilyn T. Newman or Gertrude Williams, AWP-466, 15000 Aviation Blvd., Hawthorne, CA 90261 by Monday, August 26, 1985.

AID Returns To Oakland Center

Prior to August 1981, the Oakland Center had a team of nearly 50 pilot-rated controllers who served as Aircraft in Distress (AID) Team members. Their function was to assist control room personnel in handling general aviation emergencies. These included disorientation, mechanical malfunctions, and physiological problems. They assisted with coordination between facilities and in helping the pilot, through the controller handling the emergency. Practice airborne exercises were regularly flown to simulate emergencies, providing control room personnel and the AID Team with the opportunity to handle various distress or urgency situations in a controlled environment.

Today, Oakland Center has once again established an AID Team, with one difference. The experience level of today's team members is significantly higher than previous members of the team. In completing a survey of facility personnel, it was brought to light that this pilot resource could be used to provide invaluable assistance to Oakland Center personnel who encounter aircraft emergencies.

The AID Team program is once again underway at Oakland Center, and on July 19, 1985, team members conducted their first airborne exercise in the vicinity of Reno, Nevada. Reno Flight Service Station extended their professional participation, and newer controllers were afforded some experience in handling emergencies. Much was learned from the experience and the results were very satisfactory. They look forward to increased activity as the winter season approaches.



International News

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

FAA And Japan Civil Aviation Bureau Sign Agreement



The "Signing Ceremony" (above) culminated four years of coordination by the Tokyo FAA Office. Seated (L to R) are Mr. Donald R. Segner, APT-1, signing on behalf of the United States, and for the JCAB, Mr. Masao Hirai, Deputy Director-General for Air Traffic Services. (Standing L to R) Messrs. Dennis H. Wilham, Sr. FAA Representative - Asia; Kazuo Okada, Deputy Director for Radio Engineering (JCAB); and Mr. Katsuji Doi, Director for Air Traffic Service System Planning Division (and Special Project Representative) for the JCAB, all actively involved in the coordination effort.



The Japanese Diet Building, Tokyo, Japan

On May 13, 1985, in Tokyo, Japan, in the Japan Civil Aviation Bureau (JCAB) Headquarters, across from the Japanese Diet Building (lower left photo), officials of the JCAB and the FAA signed a significant and far-reaching agreement. This implementing arrangement enables both governments to exchange Research and Development (R & D) information on aviation hardware and systems programs, thereby establishing a program of cooperation in the development of air traffic service systems and the enhancement of safety of aircraft flight. Information derived from these programs will be shared to effect improvements to the ATC system and safety of aircraft in an efficient cost-productive manner.

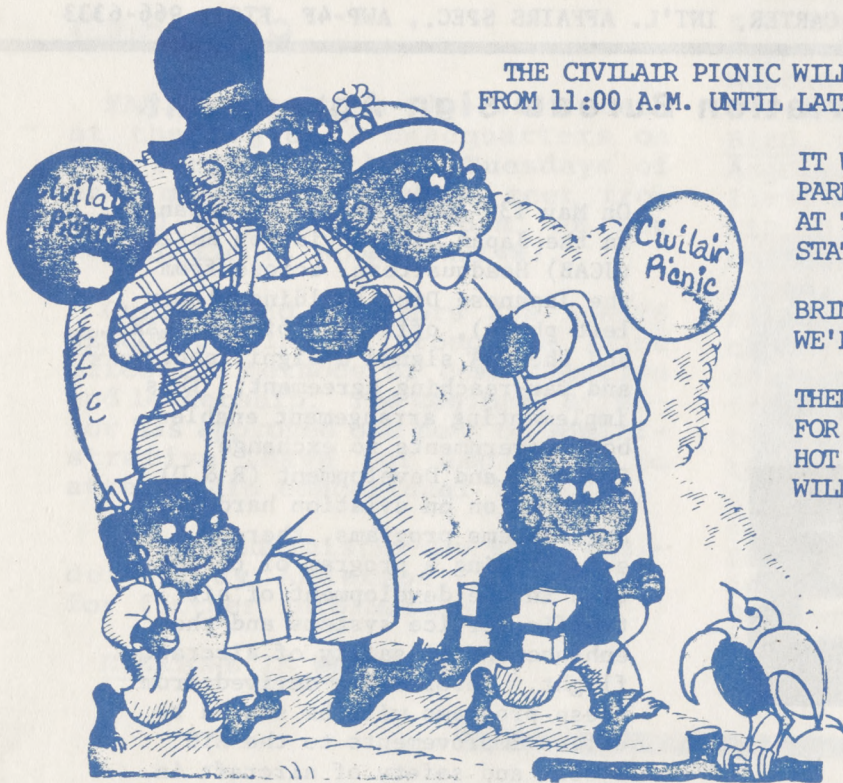
The first technical annex to the agreement was scheduled for signature on the same date. The annex identifies and defines requirements for establishing cooperating procedures in experiments related to the implementation of Microwave Landing Systems (MLS), as well as the exchange of pertinent data which each country currently maintains.

The Western-Pacific Region is also continuing its efforts on many other similar projects and is looking forward to successfully completing varied working agreements with Indonesia, the Republic of Korea, Malaysia, and the Peoples Republic of China.

These ongoing efforts are in response to Administrator Engen's objective of maintaining U.S. pre-eminence in international civil aviation.

Let's All Go To The Civilair Picnic

THE CIVILAIR PICNIC WILL BE ON SATURDAY, SEPTEMBER 14
FROM 11:00 A.M. UNTIL LATE AFTERNOON.



IT WILL BE AT THE GULL
PARK PICNIC AREA, LOCATED
AT THE LONG BEACH NAVAL
STATION.

BRING YOUR FAMILY AND FRIENDS
WE'RE GONNA HAVE LOTS OF FUN!

THERE WILL BE GAMES AND GIFTS
FOR THE CHILDREN. HAMBURGERS,
HOT DOGS AND LIQUID REFRESHMENTS
WILL BE SOLD AT A NOMINAL PRICE.

HOW TO GET TO THE PICNIC:

Take Harbor Fwy south, then over the Vincent
Thomas Bridge to Seaside Ave. Turn right at
first traffic light onto Navy Way. Follow
Navy Way to gate and turn right after gate
on Richardson to end of Navy Mole.

OR

Take Long Beach Fwy south to Pacific Coast
Highway. Go west on PCH to Route 47. Go
south on Route 47 to the end of the freeway
(Ocean Blvd). Turn right on Ocean Blvd.
(Seaside Ave) to Navy Way. Follow Navy Way
to gate and turn right after gate on
Richardson to end of Navy Mole.



LAST YEARS' PICNIC WAS A BIG SUCCESS, SO DON'T MISS OUT ON THE 1985 FESTIVITIES!

BE AWARE OF CIVILAIR !!!