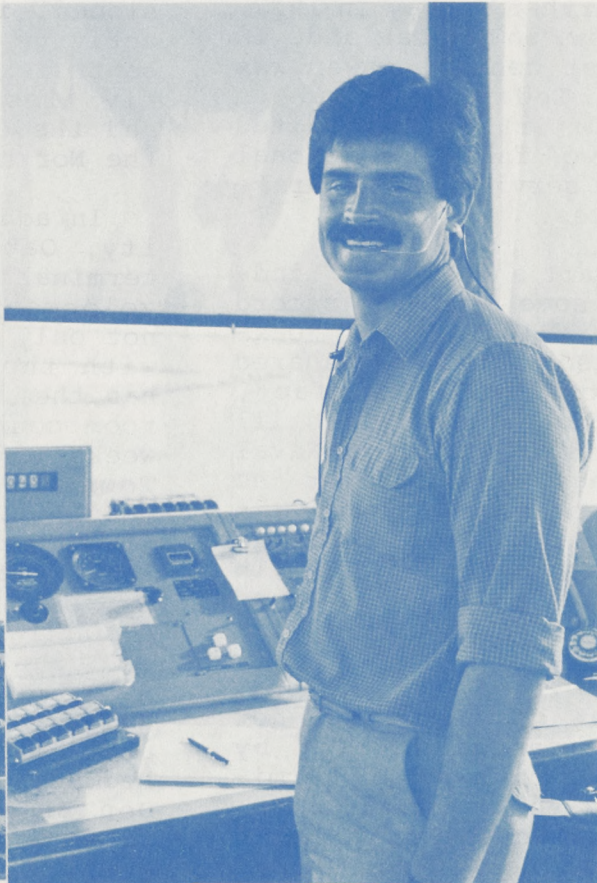
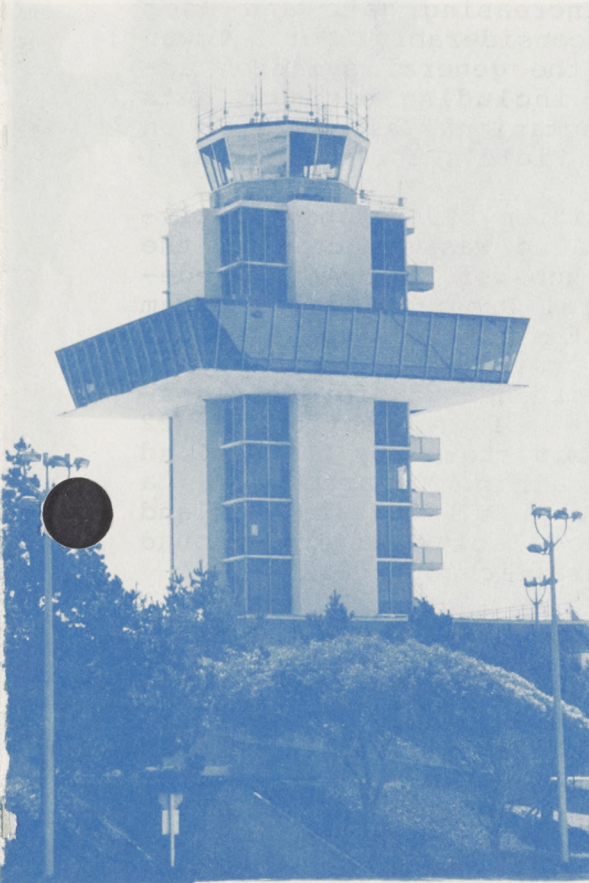




U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Intercom



OAKLAND



Cover Story

The first trans-Pacific flight to Hawaii departed Oakland Airport's hard-packed earthen runway in 1927. As aviation grew, so did Oakland. In 1937, the first control tower was commissioned. Today, Oakland is the "only" airport in the United States with 'two' fully operational control towers serving two separate runway complexes.

Amelia Earhart and Charles Lindbergh started some of their record setting epic flights from Oakland. The United States Navy shared the airport for awhile. In fact, today one of the hangars is still in use with its distinctive Naval aviators' wings embossed over the doors. This hangar now supports a repair facility that maintains aircraft as large as Boeing 747s. In the 1940s and '50s, it supported the last of the U.S. Navy's blimp squadrons.

As aviation grew into the jet age, Oakland expanded with it by building the long runway and terminal complex for the major airlines, now known as the South Field. North Field has remained the general aviation hub of activity. FAA has several facilities located at Oakland. The Flight Service Station is there, along with the Flight Standards District Office and the Bay TRACON which services the Oakland, San Francisco and San Jose area airports.

Ben Kennedy is the Manager for the two control Towers at Oakland and both are staffed by the same complement of controllers. The air traffic controllers at Oakland must be fully qualified in each

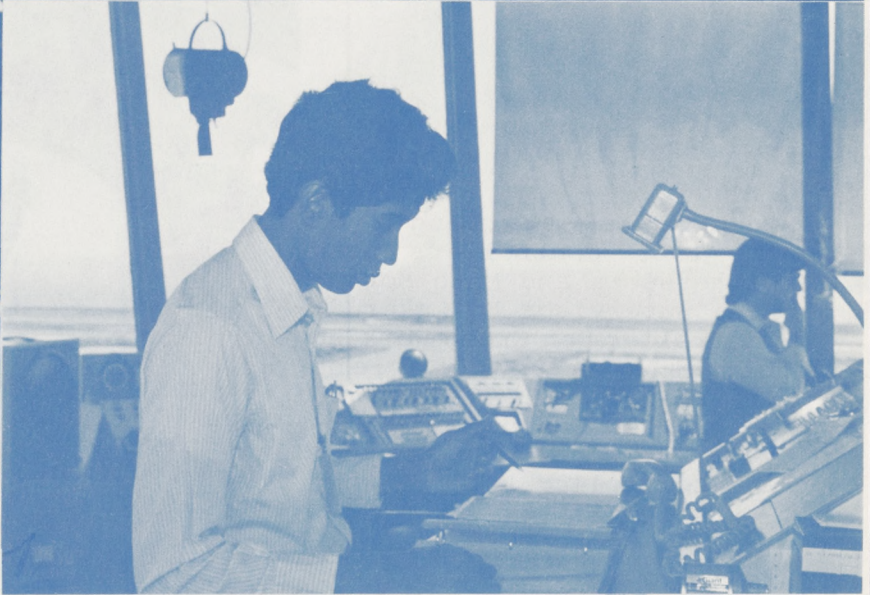
tower before becoming facility rated. They rotate back and forth between each tower every other day. Oakland is a limited radar facility with a Terminal Radar Service Area (TRSA). South Tower controls the TRSA and handles most of the air carrier traffic. This year, a second terminal was commissioned, increasing gate and user activity considerably. North Tower controls the general aviation activities including business jets and the occasional air carrier on the North Field's three runways.

In addition to the above activity, Oakland was selected as the terminal hub for the FAA's Predevelopmental Program. This program not only familiarizes the students with the terminal activity, but has them attending a formal classroom course of instruction for 22 weeks, administered by the Oakland Towers Training Department. As a complex Level III facility, Oakland is an excellent training ground for air traffic controllers.

Oakland controllers and staff are: Supervisors Charlie Henson, Ron Johnston, Ed Enkerud, Jerry Egan, Ron Willis and Lloyd Falls; and Controllers Antonette "Toni" Redman, Mary Goshern, Mike Motta, Don Brown, Joy Reed, Don Green, Jesse Gaines, Norfina "Fee" Velasquez, Johnny Macht, George Holt, Rus Cerretti, Dick Crockett, Mike Jones, Mark Sherry, Wade Graves, Ben Friedman, Clay Witherspoon, Ron Franson and Dale Bush. The training staff consists of Carla Eason and Dave Alley. Keeping all of the administration together is Secretary Yvette "Vette" Sharp and her assistant Ara "Jeanette" Hayes.

Cover photos: Top right is Controller Bill Glaser (since transferred to Fresno Tower) and lower right are Area Supervisors Ron Johnston (left) and Jerry Egan.

Oakland Towers



Above: Jesse "JJ" Gaines, Air Traffic Control Specialist.

Right: From the top—Air Traffic Control Specialists Ben Friedman, Wade Graves and (below, from left) Air Traffic Control Specialist "Fee" Velasquez, Quality Air Traffic Supervisor Carla Eason and Air Traffic Control Specialist Joy Reed.



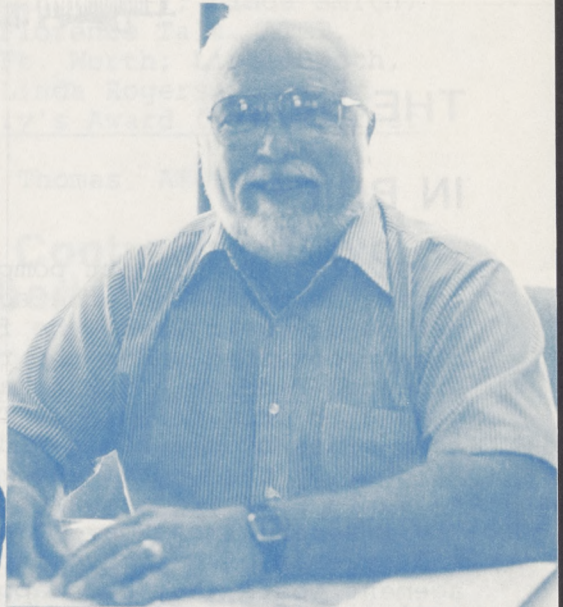
All photos by Rex Johnston.



Clockwise--starting from top left--Controllers Clay Witherspoon and Mike Motta; Area Supervisor Ed Enkerud; Controller Don Green working flight data; Controllers Johnney Macht (left) and Jesse Gaines; and Area Supervisor Ron Willis (left) and Controller Ron Franson.



More Oakland



Top left: Area Supervisor Charlie Henson.

Below: Supervisor Lloyd Falls and Air Traffic Control Specialist Dale Bush.

Top right: Air Traffic Manager and FAA Coordinator Ben Kennedy.

Below: Facility Secretary Yvette Sharp (left) and Clerical Assistant Jeanette Hayes.

All photos by Ron Johnston.



THE NEWS

IN BRIEF

* On Oct. 10, without pomp and circumstance because of the secretive nature of their work, the first class recruited under the recently expanded Federal Air Marshal Program graduated from training. The pioneer class should begin riding flights by the end of the month.

* James Smith, a member of the Civil Aeronautics Board from 1980=84 and veteran of various airport management posts, has been appointed Director of the newly-formed Airport Capacity Program Office. The office, which reports to the Associate Administrator for Airports, will serve as the FAA focal point for all airport capacity and airport access issues. Smith holds a Bachelor of Aviation Management degree from Auburn University and a Master of Transportation Degree from the University of South Carolina.

* A provision passed by Congress in 1982 that called for the trial use of a 2,087-hour rate as the divisor to determine hourly rates of annual base pay for salaried GS and GM employees has expired. As of Oct. 12, the divisor figure reverted to 2,080 hours. This shift in wage measurement will mean a slight increase in the hourly rates for government workers and the modest boost will be relected in the Nov. 5 pay-checks. However, OPM considers report that Congress is likely to reimpose the 2,087-hour divisor within several months because legislators view it as a money saving device.

Info Article Issued By Human Resource Office

Facts about Medicare that may be essential to employees approaching retirement is the subject of the eighth in the series of 16 informational articles being distributed by the Office of Human Resource Management. The article explains the basic provisions of Medicare, outlining what this program covers and what it doesn't. For instance, the article notes that Medicare medical insurance payments are not based on the doctor's or supplier's actual charges, but rather on a "reasonable charge." The article is being distributed to all employees.

FAA Wants Overtime Pay For Certain Occupations

FAA has asked the Office of Personnel Management (OPM) for an exemption that will enable the agency to continue overtime entitlements under the Fair Labor Standards Act (FLSA) for certain agency employees at the GS-11 level and above. Under an OPM regulation that goes into effect Nov. 1, employees at these grade levels will no longer be covered by overtime stipulations of FLSA.

Those occupation series included in the agency's exemption request are: Engineering Technician, GS-802, Construction Control, GS-809, Electronics Technician, GS-856, Air Traffic Controller, GS-2152, Aircraft Operation, GS-2181, and Navigational Information, GS-1361.

AFSS Commissionings On Schedule

FAA's Automated Flight Service Station (AFSS) program is moving ahead on schedule. A total of 16 AFSS now have been commissioned, eight of which are consolidations of two or more Flight Service Stations (FSS). The others are relocations of single stations to buildings constructed for new automated facilities.

AFSSs commissioned so far this year, with dates, are: Terre Haute, IN, 6/26; Green Bay, WI, 8/6; Columbia, MO, 8/28; Leesburg, VA, 8/25; Conroe, TX, 9/5; Macon, GA, 9/9; Prescott, AZ, 9/16; Reno, NV, 9/23; DeRidder, LA, 9/28; McAlester, OK, 9/28; Ft. Dodge, IA, 9/30; and Hawthorne, CA, 9/30.

Dole Honors FAA's Finest

A number of FAA's finest were singled out by DOT Secretary Dole when she hosted The Secretary's 18th Annual Awards Program October 17 in Washington. The FAA "honor roll" reads as follows: Secretary's Award for Outstanding Achievement (Gold Medal):

James Wilding, MWA-1;

Secretary's Award for Meritorious Achievement (Silver Medal):

William Beavers, AAC-200; Henri Branting, AWS-120; James Cain, AAP-2; Milton Ferris, CASFO-LA; Michael Sarli, ATCT-BWI; Robert Brown, APM-300; Edward Phillips, AGL-400; Eugene Slyman, AAD-20; Quentin Taylor, ARP-2; Vincent Laurentino, AFS, ARTCC-NY;

Secretary's Award for Valor:

Richard Bain,
ARTCC-Jacksonville;

Secretary's Award for EEO:

David Medina, ATCT, Dallas Love Field; Eleanor Williams, ATO-210; David Field, ANM-ADO; Frederick Gilmore, ALG-1; Thomas Olsen, AGL-14;

Secretary's Award for Excellence:

Barbara Chiarolanza, Houston

AFS; Patricia Jennison, AFO-200; Elizabeth Brothers, APR-1; Vivian Grissinger, AOE-1; Barbara Yamada, ARTCC-Honolulu; Nancy Tinney, AFS, ARTCC-Anchorage; Mary Hogan, ANE-7; Linda Smith, ASW-9; Florence Talk, ATCT, Dallas/Ft. Worth; Linda Booth, APP-1; Linda Rogers, ASO-12; Secretary's Award for Volunteer Service:

Duane Thomas, AFO-206.

Alert Controllers Save Slumbering Pilot

Alert Jacksonville Center controllers recently woke up and probably saved the life of a flying physician who had fallen asleep at the controls of his Piper Cheyenne and was headed out over the Gulf of Mexico.

At first controllers in both the Atlanta and Jacksonville centers suspected the aircraft, which was operating on an IFR flight plan to Destin, Fla., had radio problems because they could not get a response from the pilot.

However, Jax Controller Raymond Harper and Area Supervisor Ralph Proctor noted the pilot did not follow standard "no radio" procedures. Instead he overflew his destination and kept going out over the Gulf of Mexico. Harper and Proctor then contacted the pilot of an Air Force plane who reported that the light twin pilot appeared to be asleep.

That's when the controllers contacted the pilots of a near-by airliner and asked them to give the sleeping pilot a blast on the Atlanta frequency, the frequency on which the surgeon/pilot had last spoken.

By then, the Cheyenne was 75 miles out into the Gulf, but the airliner transmission revived the doctor. Two Air Force pilots then escorted their disoriented and thoroughly embarrassed charge back to the Destin Airport.

System to Spot Facilities Developed by APM

The Weather Processor Program Branch of APM has come up with a computer program that will quickly determine which facilities, such as nav aids, radars, and field offices, are located within particular boundaries of ARTCCs, AFSSs, regions, or other arbitrarily defined areas.

The package developed includes software for plotting and listing facility locations, a user's manual, a file of air traffic facility boundaries and a file of various types of radars including ARSR, ASR, NEXRAD, RRWS, and TDR.

The software program may be copied by FAAers with a 5 1/4-inch floppy disk. For further information contact David Fretz at FAA headquarters on (FTS) 426-4085.

AAC Puts Lid on Costs

The FAA Aeronautical Center has come up with a way to identify and report overpriced items and is now encouraging all employees to participate in the cost-saving plan.

The plan covers all items supplied by the FAA Depot that an employee or organization suspects are overpriced or are priced higher than in the public market place.

The two ways to report overpriced items are: (1) send in FAA Form 4680-1, Depot Customer Service Evaluation Report, to FAA Depot, AAC-400, P.O. Box 25082, Oklahoma City, OK, 71325; or (2) contact Jim Brand on the Aeronautical Center Overpricing Hotline at FTS 749-COST, commercial (405) 686-COST. The telephone reporting hours are 8 a.m. to 4:30 p.m. (CST), Monday through Friday.

Asbestos Removal Update

The first phase of the ARTCC asbestos removal has now been completed safely and without major problems at the Albuquerque, Boston, Chicago, Cleveland, Denver, Memphis, Seattle, and Washington centers. Work currently is underway at 12 other facilities.

Removal of insulation containing asbestos is a preliminary step in the construction of the new ARTCC automation wings. The work is closely monitored by a "third party" industrial hygiene contractor which continually checks air samples to guard against health hazards. Work will be stopped immediately if the samples reveal that airborne fiber concentrations have exceeded established safety levels and corrective action will be taken.

To date, analysis of hundreds of air samples collected at the work sites has not revealed a single problem in this area. Readings have been well within the safety margins established by the Occupational Safety and Health Administration.

Two centers did experience minor odor problems after the insulation was thoroughly wetted to make it more manageable. But no health hazards were involved and action has been taken to prevent a recurrence of these incidents.

The asbestos removal work now underway at the centers is the first phase of a two-phased effort. The second phase will involve the removal of asbestos from the ceilings of the current control rooms but that won't happen until operations shift to the new control wings near the end of the decade.

Fair Share
Golden Eagles



What does Fair Share and Golden Eagles have in common? Plenty! We are into the final phase of this year's Combined Federal Campaign (CFC), and this Region has always been a proud giver to worthy causes. Both Regional Director Mac Clure and Deputy Director Keith Potts have taken the lead in pledging a "Fair Share" to this year's CFC and thus earned the first Golden Eagles in the Region. The pin was approved for those contributing a minimum of one hour's pay per month through payroll deduction. Divisions with Fair Share contributions are: AWP-20 (8); AWP-60 (9); AWP-300 (1); AWP-500 (10) and AWP-600 (1). The greatest feeling is knowing that we have been able to help those who are less fortunate in our community through this year's Combined Federal Campaign.

Remember: If it is to be - it is up to us!

Above photos: Director's Secretary, Iris Noguchi does the pinning honors for Director Mac McClure (left) and Deputy Keith Potts. At the left is this year's CFC Chairman, Herman Bliss. Photo by Rafael Riera.

Alcoholics Anonymous

Alcoholics Anonymous meetings are being held at the Regional Headquarters. Both old and new members are welcome. For information, please call Anne Clayton, Aviation Medical Division, Ext. 6300.

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.

Golden Gate AF Sector News

Letters of Appreciation: From AWP-1 to Al Shew for his assistance and contribution to the earthquake exercise RESPONSE and to Dan Dunton from Oakland Flight Service Station Manager for completing several projects at the FSS. . . To William Connelly, Paso Robles ARSR, from Clarence Bryant, Mill Valley Field Office Manager. Bill helped the Mill Valley with training on the Paradyne Modems . . . To Gary Smith, from AWP-464, for participation in the technical evaluation team . . . and to George Wong, Electrician, from the ARTS/COM Quality Circle Group, for the cooperation and excellent work he did in constructing a protective antenna cable cover . . . To Dave Miles and Gene Cole who received Letters of Commendation from Vince Mellone, Air Traffic Manager, Oakland Center, for their outstanding performance in conducting the Quality Circle Team Leader Training . . . From John Bowman who expressed his appreciation for some quality work done at the Paso Robles ARSR by Chuck Taylor and Joe Bettencourt. Also, Thurman Gupton, Tower Manager at Hayward, praised the cleanup of the equipment room by Virginia Sousa and John Smith. AWP-400 sent a Letter of Appreciation to the managers of the old Oakland and San Francisco Sectors for the fine job of restoring the San Francisco Localizer to service after a power cable loss. Special thanks to Tony Beals, Al Gaul, Tony Marwan, Arnold Lee, George Kolby, Paul Milani and Rich Sherry for their work on this project. AWP-460 sent letters to Bob Akins for his work conducting Flight Data Entry Printer Technical Evaluations and to Mario Romero for his work on technical inspections during his detail to the Regional Office. AWP-450 sent a letter to Ron Oberlercher for his work with the City of Sunnyvale with reference to the pro-

posed relocation of the Moffett radar.

Coming and Going: Welcome aboard to Frances Torres-Wilson our new GSS upward mobility employee. Adios to Barnett Gilbert who received a promotion at Los Angeles Center, and to Bob Akins to Los Angeles Airway Facility Sector.

Suggestion Cash Awards were presented to James French, Monterey FO, for developing a modification which provided additional display targets for ease in Numeric Generator Conversion Alignment and to George Kirkwood, ARTS/Radar FO, for coming up with a method to enable controllers at the FD/CD station in the tower to enter date, by keyboard, into the ARTS III BRITE Alpha-Numeric (BAN) system.

Awards - Special Achievement Award based on performance were presented to Jon Gerard, Harvey Finwick, Les Drummond and Irwin Johnson. Bob Fisher received a Quality Within Grade and Thomas Loo received a Special Act Award for his work on the San Francisco National Airspace Proficiency Report System project. Congratulations to all!

Oakland Center Awards



Congratulations to the following who recently received Special Achievement Awards: James Norris, Air Traffic Assistant; and Air Traffic Control Specialists Calvin Steele, Thomas Whiting and Frank Micco.

Accident Prevention

Back

To Basics

Administrator Engen kicked off FAA's new "Back to Basics" accident prevention program Oct. 10 at the National Air and Space Museum Theatre in Washington, D.C. The event was the premier showing of a new aviation safety film, entitled "On Landings," that will be used in the Back to Basics program.

The brainchild of Western Region Deputy Director Keith Potts, Back to Basics will be a comprehensive three-year effort that will look at the major causal factors associated with aviation accidents. The focus will shift every three months to spotlight a different causal factor.

Back to Basics officially will get underway in January with the emphasis on reducing the number of landings mishaps, which account for almost half of all general aviation accidents. Other suggested subjects include runway transgressions, weather (general and hazardous), re-fueling, and "see and avoid" flying.

During the three-year effort, program sponsors will use a variety of educational tools--such as films, videotapes, magazine articles, and accident prevention seminars--to reach the pilot community. Included is the new "On Landings" film which was produced by the General Aviation Manufacturers Association.

The FAA Flight Standards and Aviation Safety offices will be primarily responsible for the new program. The Air Traffic organization also will play a major role in promoting the program as will the various aviation trade associations and user groups.

Phoenix

Tower

Award

Congratulations to Richard Valentine, Air Traffic Controller Specialist at Phoenix Tower, who recently received a Quality Increase with an Outstanding Rating.



Federal Women's

Program

Committee [FWPC]

Have you checked out the new FWPC bulletin board on the 4th floor of the Regional Office? It's located between the Credit Union and Medical Office. If you haven't, stop by and treat yourself to some interesting reading. Elections were recently held. The new officers are:

Rose Marino, Air Traffic Division --Chairperson;
Laurel Macurda, Los Angeles Air Traffic Control Tower--Vice-Chairperson; and
Lorraine Nealis, Los Angeles Air Route Traffic Control Center--Secretary.

*****Congratulations*****

The FWPC meets the third Wednesday of each month at 9 a.m. in Room 4W7. Everyone is invited to attend.

Scorecard 1985-Combined Federal Campaign Los Angeles County Area

We are well into the 1985 Campaign, which received a tremendous kick-off at the Key Person Workshop, held in the Regional Office on September 24. One of the most important features of the Campaign is, it is ours! We alone can assume the responsibility to satisfy the needs of our Los Angeles community. All the organizations that we support are those that directly help people in our area that desperately need it. The only exception would be those Approved International agencies where we may wish to help unfortunate people overseas.

This opportunity to help others is more than our choice -- it is our responsibility as human beings to help those that need it more. If we can help, we should. Remember, many of these services are those that we ourselves use as a part of our everyday community activities. We don't have to be in desperate conditions ourselves to see the payoffs. But many people are. Let's make the Los Angeles area a better place to live for everyone.

IF IT IS TO BE - IT IS UP TO US.

Red Bluff Sector Awards

David Dunlap and Jack Feather, Electronics Technicians at the Crescent City Air Route Surveillance Radar, were recently presented with Outstanding Performance ratings and Quality Within-Grade Increases by Field Office Manager Warren Moell. Congratulations!

FAA, NASA, DOD To Study Tilt Rotors

FAA, the National Aeronautics and Space Administration (NASA), and the Department of Defense (DOD) have agreed to conduct a joint study of the technical, commercial and military benefits of the continued development of tilt rotor aircraft.

Tilt rotor aircraft combined the best features of helicopters and fixed-wing aircraft. They have the vertical take-off and landing ability of the helicopter together with the relatively higher cruising speed and longer range of fixed-wing planes. For takeoffs and landings, the twin aircraft rotors are tilted to the vertical position so the aircraft acts like a helicopter. Then the rotors are swung to the horizontal position where they act like conventional propellers for cruise flight.

A small proof-of-concept aircraft, the XV-15, has been successfully tested, leading to the DOD production of a larger tilt rotor, the V-22 Osprey. The V-22 is expected to bring the tilt rotor configuration closer to maturity and spawn other versions and sizes, both military and civilian.

FAA will be responsible for certifying any civil version of a U.S. tilt rotor aircraft and must assess its impact on the National Airspace System, airport and heliport development, and other air service needs. FAA also will chair an executive steering group, consisting of two members appointed by each agency. The group will oversee the conduct of the joint study which will be led by NASA.

Completion of the study is expected within two years.