



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

# Western-Pacific Intercom



## BAY TRACON -- NUMBER ONE IN REGION

## Cover Story

The Western-Pacific Region 1984 Radar Facility of the Year Award was recently presented to Bay TRACON, at Oakland, Calif. by Regional Director Mac McClure. Chairpersons of the Human Relations Committee, Facility Advisory Board and the Supervisory Committee accepted the award for all Air Traffic Service employees at the facility.

Bay TRACON, a Level V, ARTS III facility, provides radar air traffic service to 13 airports in the San Francisco bay area. Delegated airspace extends from the surface to 11,000 feet and includes a Group I terminal control area for San Francisco International Airport. Bay provides air traffic control service to three international airports, (San Francisco, Oakland and San Jose), two naval air stations and eight general aviation airports. During calendar year 1984, the facility controlled 716,893 instrument operations which was an increase of 11.4 percent over

calendar year 1983 operations.

Bay TRACON was selected by the Western-Pacific Region for this award based on accomplishments in the areas of operational efficiency, communications, employee development, external relations, resource management, human relations, professionalism and employee morale. The award nomination was prepared by a team of volunteers representing each of the Bay TRACON's employee participation groups (FAB, HRC and SUPCOM).

Current and former TRACON employees and their families were joined by representatives from all bay area FAA offices for the awards presentation.

### Cover photos:

Top—The award plaque is officially received by Chairpersons of FAB, HRC and SUPCOM. From left—Greg Smith (FAB), Mac McClure, Doug Molin (HRC), Air Traffic Manager Jack Ryan and Gary Steinbaugh (SUPCOM). At Award reception, right photo, are, Melanie Kittle (it was a healthy 9 lb. 14 oz baby girl born Sept. 9), Bay controllers Dave Kittle, Chris Nurdning and John Berggren holding future controller Solana Berggren. Below—from left—Bay Area Supervisor Harvey Hartmann; Oakland Center Air Traffic Manager Vince Mallone; and Bay controller Greg Smith.

**Bay TRACON  
Number One  
Regional  
Radar Facility**



Top: Assistant Air Traffic Manager Ron Nichol (left), visits with Regional Director Mac McClure.

Middle: From left— Teri Pulliam, (sister of Bay Area Administrative Assistant Merl Berggren) prepares to serve more punch to Sam Tyson, AWP-546. Air Traffic Manager Jack Ryan helps with the refreshments while a future FAAer eyes the cake. At the far right—Mac McClure displays the Western-Pacific Region Terminal Radar Facility of the Year Award plaque.

Bottom: Some of the Bay TRACON's employees, families and friends at the reception.



Top: Bob Garrow (left), Bay TRACON controller receives his 25-year pin from Regional Director Mac McClure while Bay TRACON Area Supervisor Ray Northam (far right), receives his 30-year pin.



Middle: Assistant Air Traffic Manager Jacquie Smith (now AWP-40) and San Francisco Tower Manager Ed Lewis pause to discuss the events of the day.



Bottom: Mac McClure takes time out to present Letters of Appreciation to Bay area FAA employees for their excellent performance during the regionwide earthquake preparedness exercise "Response 85". From left: Dave Miles, Manager, ARTS/COM, Airway Facilities Sector Field Office, Bay TRACON; Dave Alley, Training Specialist, Oakland Towers; Jerry Egan, Area Supervisor, Oakland Towers; Regional Director Mac McClure; Ben Kennedy, Oakland Area FAA Coordinator and Air Traffic Manager, Oakland Towers; and Marty Landers, Air Traffic Manager, Oakland Flight Service Station.

More Bay TRACON

## News In Brief

\* Deputy Administrator Dick Jones flew the agency's 727 in a demonstration of the Traffic Alert and Collision Avoidance System (TCAS) over the Delaware Bay on Nov. 12. The cockpit-mounted TCAS display gives pilots the range, relative altitude and bearing of "intruder" aircraft and tells them to climb or descend to avoid a collision. A total of nine simulated "near-miss" encounters were flown by Jones, with the Technical Center's Alvan Bazer acting as the pilot-in-command.

The FAA Jetstar served as the chase plane for the near-miss encounters, approaching the 727 from different angles within a block of protected airspace. The TCAS system worked "like a charm," according to Jones.

\* Construction of an FAA-supported prototype heliport in downtown New Orleans is underway adjacent to the Superdome and the landing pad is expected to be ready in time to help handle the Jan. 26 Super Bowl crowd. The heliport, which will cost about \$1.4 million and should accommodate some 30,000 annual takeoffs and landing initially, is one of four prototype IFR heliports selected for partial funding by FAA.

Indianapolis' heliport is already in operation, with sites in New York and Los Angeles in various stages of construction. New Orleans was chosen by the agency because of its medical facilities and the unique uses for helicopters presented by offshore industry in the Gulf of Mexico.

\* FAA has issued a new rule requiring that shoulder harnesses be installed on all seats in newly-manufactured airplanes having nine passenger seats or less. The harnesses must be included in those aircraft manufactured one year after the effective date of this final rule. The rule also requires the pilots-in-command on these airplanes to brief passengers on how to use the harnesses and notify them to buckle up for takeoff and landing.

## Robitaille Retirement Luncheon

John Robitaille, Manager, Air Security Branch, Civil Aviation Security Division, will be retiring on January 3. After 33 years of government service, he and his wife, Pat, will retire to their retreat at Pismo Beach, Calif. A luncheon in his honor will be held at the Proud Bird Restaurant on January 3, starting at 11:30 a.m. For more information and reservations, please call Olga at 213/297-1322, Lenee at 213/297-1323, or Dick at 213/297-1329.

## Monterey Tower News

Controller Helen Cota is leaving the Federal Aviation Administration to travel in Europe. Good luck, Helen, we'll miss you. Welcome aboard to Area Supervisor Walt Smith from Bay TRACON and to controller Jeane Donahue from San Jose Tower.



## George Kempton

Friends of George Kempton will be saddened to learn of his death on Aug. 28. George was Supervisor Air Route Traffic Control at Oakland Center when he retired Jan. 1975. George retired with 27 years of service. He is survived by his wife, Doris.

## AOE To Review Incentive Awards System

The Office of Organizational Effectiveness (AOE) has announced that FAA's entire Incentive Awards System, including the suggestion program, is being reviewed with an eye toward making it a more effective tool for increasing productivity and rewarding deserving employees.

The three-phase review has already begun and is expected to be completed by July 1986, according to Incentive Awards Program Manager Dick Goldfield. The first phase consists of initial data collection and analysis from the agency's computerized Personnel Management Information System. In the second phase, information will be collected through personal interviews with employees at headquarters and in the field. The third phase, scheduled for the summer of 1986, will be the final implementation of the new, improved system.

To prepare for the review, Dick Rice, Manager, of AOE's Career Management Division, recently attended the 43rd Annual Conference of the National Association of Suggestion Systems. He reports that the bottom line from public and private sector representatives at the conference was that well run employee suggestion programs not only result in substantial savings but also boosts morale.

## The DC-3 Celebrates Its 50th Anniversary

The venerable DC-3, a.k.a. the C-47, the "Gooney Bird," the Dakota (in its British incarnation), and the R4D (as the Navy tagged it), celebrates its 50th anniversary this month. The plane that launched the airline industry as we know it today took its first flight on Dec. 17, 1935.

In all, over 18,000 civilian and military DC-3s were built, and at one time FAA owned 39 of them. Today there is only one left in the agency's fleet. The refurbished N-34 is used to dramatically carry the FAA story to airshows across the country.

## Proposed Tax Date Slips Six Months

The effective date of the proposed new pension tax, reported in recent INTERCOMs and by the media, has been changed from January to July by the House Ways and Means Committee. Employees interested in retiring to beat the proposed change in pension rules now have until July 1, 1986, under the tax reform bill approved tentatively Nov. 22 by the committee.

Again, the Office of Labor and Employee Relations reminds all employees that this is only a proposal at this time and is subject to change or deletion before it becomes law.

## ICAO has Job Openings

The International Civil Aviation Organization (ICAO) is seeking applicants for three-year assignments as section chiefs in Montreal. Included are: Chief, Accounting Services Section, (PC-85/38); Chief, Communications Section, (PC-85/41); and Chief, Meteorological Section, (PC-85/43). All three jobs pay a yearly net salary of \$36,283 to \$46,340, depending on the applicant's length of service, experience, and number of dependents. A sliding scale post allowance starting at \$3,155 is paid annually.

In addition, ICAO is seeking an Economist, Air Transportation Studies, (PC-85/39), to serve in Montreal with a net salary of \$30,275 to \$41,308, plus post allowance.

# CIVILAIR AWARENESS DAY



Civilair Awareness Day was recently held at the Regional headquarters and was a big success! The festivities were sponsored by Civilair, Inc., the Western-Pacific Region's employee organization comprised of representatives from each Division. The organization is a non-profit group and receives its funds from sales of the Civilair Desk, located in the Regional Office on the fourth floor. These funds are, in turn, used to subsidize employee social functions, such as Christmas parties, picnics, Las Vegas trips, softball team, bowling league and the employee exercise program, as well as FAA Toastmasters which provides leadership and training in public speaking.

The fun all began Friday morning, September 6, when displays were set up in the lobby showing what Civilair is all about, and who the divisional representatives are. Boxes were on hand to gather tickets for drawings to win prizes, or a chance to purchase Dodger play-offs or World Series tickets.

The fun continued when refreshments were served and entertainment began at 1 p.m. Amy Hinton (above right), daughter of Air Traffic's Howard Hinton, performed a routine of song and dance which was enjoyed by all. The Michael Terry (above left), of the logistics Division danced a jazz number which received a grand ovation. To close the entertainment, Bob Smith, Air Traffic Specialist extraordinaire, played organ favorites.

Deputy Regional Director Keith Potts, addressed the group, and kicked off the drawings. Lots of people from all the Divisions won prizes, including Keith himself! After indulging in cookies, popcorn and candy, the winners claimed their prizes and went back to work. Civilair hopes to make this an annual event, and looks forward to employee suggestions and/or talent volunteers. For further information, contact your Civilair Representative. Photos by Rafael Riera.

## The New Reno FSS News

Reno Flight Service Station was successfully commissioned as an automated station at 11 a.m. on September 23. We'd like to report that the events of that day went smoothly with everything falling into place as planned. However, as expected to accompany such an endeavor, numerous frustrating, anxious, and perplexing situations were experienced. And, amid chaos, what happened to the Fallon Tower line ... what happened to the guy who was waiting for his briefing ... who cut me off this line ... when the #%\$!¢& is the TELCO going to show up ... where the #%¢&\* is the Denro guy ... how the heck do you transfer this call to Flight Data ... hello, are you still there - it was finally done ... and, true to plan, the original Reno FSS was laid to rest, and the Region's second automated FSS was born.

The new Reno FSS opened with a staff of 32 - Air Traffic Manager, an Assistant Manager, two Area Supervisors, two Training Specialists, 25 Specialists (one assigned to a satellite station in Ely), and a Secretary. Two more Supervisors and a Journeyman reported shortly after the commissioning to complete the staffing. With the exception of the Manager and a Supervisor, all personnel were previously assigned to Las Vegas or Reno FSS.

Meanwhile, business as usual continued; after more than 26 years of service, Air Traffic Control Specialist Jim Gruhn retired on September 1; Controllers Tom West and Carl Johnson were cited with Special Achievement Award; Training Specialists Carl Maddox and Ski Pisarski completed Model 1 training in Garland, Texas; all personnel went through the Geostationary Operations Environmental Satellite, Integrated Communication Switch System and the Flight Service Automated System Overview courses; and Model 1 training will begin soon.

## All Past Administrators Return For Briefing

For the first time in history all presidentially appointed administrators of the FAA met at headquarters as a group on Nov. 18 for a "State of the FAA" briefing and discussion. Included in the group, which was hosted by Administrator Engen, were:

J. Lynn Helms,	('81-'84)
Langhorne Bond,	('77-'81)
John McLucas,	('75-'77)
Alexander Butterfield,	('73-'75)
John Shaffer,	('69-'73)
William McKee,	('65-'68)
Najeeb Halaby,	('61-'65)
Elwood "Pete" Quesada,	('58-'61).

During the luncheon meeting, which was characterized by Engen as an "upbeat session," the eight former administrators were given presentations on the major issues now before the FAA. They were briefed by AAT-1, Walter Luffsey; AHR-1, Charles "Gene" Weithoner; acting ADL-1, Frank Frisbie; and acting AFS-1, John Kern, who was filling in for AVS-1, Anthony Broderick.

Administrator Engen noted that the meeting gave the former FAA chiefs an excellent update on the agency.

## Aviation Medical Division Employees Honored

Dr. Stephen Goodman, Deputy Regional Flight Surgeon, was presented with an Outstanding Rating and a Special Achievement Award. The presentation was made by Regional Director Mac McClure.

Lillian Snowden, Administrative Officer was presented with her 30 year career service emblem by Dr. Goodman, Deputy Regional Flight Surgeon. Lillian has two years Veteran's Administration, two years Army Ordinance District and 26 years with the FAA.

## Bakersfield Tower/TRACON News

Welcome back to Frank Ferrera and Bill Riservato who have been attending courses at the FAA Academy.

Construction is in full swing on the airport. Several projects are going on at one time: runway and taxiway extension, fiber optics loop fence building, ILS relocation; you name it, and probably out there somewhere there is someone working on it.

Farewells to Randy Ryckebosch to Los Angeles Center, John Kurtzman to Fresno Tower, Caroline Miller to Long Beach Tower and Stuart Hicks to Birmingham Tower. Prior to Stuart's departure he was presented with a Special Achievement Award by Area Supervisor, Jim Snavelly. (See left photo) Observing the presentation is Air Traffic Manager Don Miller (left). Congratulations!



**Miguel**

**Negrete**

**Honored**



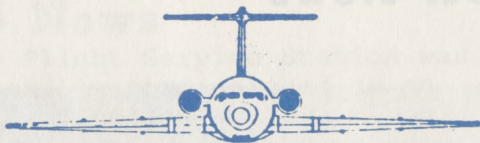
Miguel Negrete, civil engineer, formerly an Environmental Construction Supervising Engineer, Airway Facilities Establishment Engineering Branch, with the Western-Pacific Regional Office was recently awarded the National Hispanic Coalition of Federal Aviation Employees President's Award at its National Convention held in Chicago, November 15.

Miguel was given the award in recognition of his outstanding contributions in the recruitment and mentoring of Hispanic engineers within the FAA. Miguel recently transferred to the Albuquerque Center.

## Pilots And ATCSs Get Overtime Coverage

The Office of Personnel Management (OPM) has approved the continued coverage of Fair Labor Standards Act overtime pay provisions for FAA flight inspection pilots and air traffic controllers at the GS-11 grade and above. This coverage was removed by an OPM regulation that went into effect Nov. 1, but FAA requested that it be restored for most agency occupations.

The OPM action came in response to this request. However, since the agency's request was only partially fulfilled, Administrator Engen now will urge OPM to reinstate the coverage for electronics technicians and other occupations.



## Controller

**Brett Pattermann**

**Assists**

**Pilot**

When the pilot of a single-engine Bonanza carrying three passengers to Frankfurt, Ky., radioed Chicago Center controller Brett Pattermann recently and reported an engine malfunction, he didn't know his troubles were just beginning.

Since the engine malfunction wasn't critical, Pattermann gave the pilot a choice of vectors to two nearby airports. The pilot chose the farther but more convenient of the two, Rockford (Ill.) Airport. But as Pattermann was vectoring him towards Rockford, the beleaguered pilot was suddenly presented with a pilot's worst case scenario: a complete power failure, a dead prop, and severe vibrations.

Now faced with an emergency situation, the controller changed vectors to the closer Dubuque (Iowa) Airport and began giving turning instructions for Dubuque since the plane's directional gyros were out. Flying the plane virtually in tandem, the pilot and Pattermann guided the plane through marginal weather until the pilot could go VFR, six miles from the Dubuque Airport. The pilot then was able to bring the crippled plane in for a safe landing.



**Clara Planansky**

By Caleb Logan

Friends and co-workers of Clara Planansky, Accounting Division Secretary, were saddened to learn of her sudden death on November 5 from a heart attack. She will be missed very much. Clara's years of service with the government started in 1943. After serving for more than nine years in the U.S. Army, Clara worked as a clerk for the Bureau of Mines, Department of the Interior and for the Selective Service System in Phoenix, Arizona. Coming to the Air Navigation Facilities Division of the Civil Aeronautics Administration, currently the FAA, at Los Angeles in 1958, Clara was reassigned to the Accounting Division in 1964, where she continued to work for the past 22 years. Donations may be made to the Heart Association of Los Angeles County. Our sincere condolences to Clara's family.

---

## U.S., U.S.S.R., and JAPAN Reach Air Safety Accord

The recent U.S. Soviet summit meeting in Geneva has produced a signed agreement between the superpowers, with Japan as a third signatory, on detailed procedures to increase the safety of civil aircraft flying on Northern Pacific routes.

The agreement spells out the cooperative procedures the three nations will follow in the event that an aircraft deviates from one of the Northern Pacific routes toward Soviet airspace. In such cases, communications between the air traffic control centers at Anchorage, Khabarovsk, and Tokyo will afford the aircraft safe conduct out of the prohibited area.

The pact also provides that in the event of a mechanical failure that makes it impossible for an aircraft to land in either U.S. or Japanese territory, the Khabarovsk Center will render possible assistance for an emergency landing in Soviet territory.

Administrator Engen described the agreement as an "historic step forward in advancing the cause of

safety and international cooperation in civil aviation. It also represents the result of many long hours of work on the part of negotiators from the three nations involved." He noted that the U.S. delegation to the talks was headed by Donald Segner, FAA's Associate Administrator for Policy and International Aviation.

On a related front, Department of Transportation and other U.S. negotiators and their Soviet counterparts announced at the summit a tentative agreement clearing the way for the resumption of commercial air service between the two countries. Under the agreement initialled in Moscow, Pan American and Aeroflot will be permitted up to four round trip flights a week between the two countries. There has not been any direct air service between the U.S. and the Soviet Union since 1981. Pan American ceased serving Moscow in 1978.

The agreement must now be ratified through diplomatic channels.

---

## First Enroute Center Established 50 Years

The grandfather of all air traffic control en route facilities was established 50 years ago on Dec. 1 at Newark, N.J., by a consortium of airlines. The airlines involved in this venture included Trans Western, American, United and Eastern airlines. These carriers not only built the facility but also provided the personnel.

This first generation air route center was manually operated and depended on the ability of controllers to visualize the movement of aircraft in three-dimensional space. Unlike tower controllers, center controllers did not have

direct radio contact with the planes, but instead relied on airline company dispatchers for their position reports. These early controllers posted what information they had on large blackboards, giving rise to the expression that a controller is "on the boards" when he or she is working traffic.

This first center and two others established in early 1936 at Chicago and Cleveland were taken over by the federal government on July 6, 1936. FAA will mark the 50th anniversary of the air traffic control system on that date next year.

21 October 1985

Captain Jack Bone/F-27  
Horizon Airlines  
Portland International Airport  
Portland, Oregon

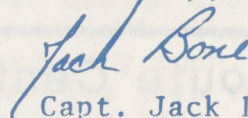
Mr. Phillip Sharp  
Air Traffic Manager  
Red Bluff Flight Service  
Red Bluff, California 96080

Dear Mr. Sharp:

On October 7, 1985, Horizon Airlines Flight #528 was forced to land in Red Bluff due to a suspected engine fire. We were twenty miles south when we declared the emergency. Within the seven minutes of that initial call and touch down, your crew members Chris Reid and Roxann Meguire, expeditiously cleared area traffic and had fire and rescue crews on the scene -- waiting!

Their professionalism and outstanding assistance with the situation was above and beyond. I can't thank them enough!

Sincerely,



Capt. Jack L. Bone  
HORIZON AIRLINES/PDX

Letters We Like To Receive