



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

Western-Pacific Intercom

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Cover Story

In early fall, the Lancaster Airway Facilities Sector was consolidated with Los Angeles AFS. Lancaster is staffed with professionals working in Logistics, administration, training and technical/engineering fields. The folks in these professions are located in six geographical areas:

Lancaster -- Located on Avenue "J" in Lancaster, this office is now called Los Angeles High Desert Operations Field Office.

Inyokern -- The northern-most field office in the Lancaster Sector, this office offers a great deal of diversity to the technicians who make up the staff. Located on the northeastern edge of the Mojave Desert, it is composed of 10 equipment sites in a geographical area of 2500 square miles. The four gap filler radar sites are located in desert valleys such as Panamint Valley -- where the oppressive summer heat hovers as high as 112 degrees at 2 a.m. The six radar microwave/communications sites are located on mountains bordering these valleys. The most extreme of this is Keeler Peak -- elevation 9200 feet. Here, technicians are required to use a snow cat four months of the year in order to reach the site.

Barstow -- This field office is located in the east northeastern part of the Lancaster Sector. Formerly Daggett Field Office, this office is responsible for two Second Generation VORTACs, two Remote Control Air to Ground communication systems, four dual Radar Microwave Links, a Flight Service Station, a Direction Finder and three Remote Communications Outlets.

This office is managed by Henry "Hal" Bolton, who recently received recognition for 45 years of federal service.

Santa Barbara -- Covering a portion of the coastal area from Camarillo to Santa Maria, the Santa Barbara Field Office is on the far western boundary of the Lancaster Sector. The technical team of 12 maintain four Instrument Landing Systems, four VORTACs, electronic systems within three Air Traffic Control Towers, one Flight Service Station, a coastal ASR-4 radar, numerous RTs -- RTRs --

VASIs -- MALSRs -- DMEs, and the "First in the West" Small Airport Remote Monitoring Subsystem -- SARMS.

Lancaster Field Office -- Located at William J. Fox Airport, this office maintains Lancaster FSS, two VORTACs, two Air Traffic Control Towers, three RMLRs, one ILS and two RTRs. This office is presently engaged in a pilot project -- Mobile Computer Based Instruction (CBI), where a Recreational Vehicle was converted into a Learning Center.

As a joint project, Lancaster Sector procured, designed and implemented CBI while Las Vegas Sector performed the interior modifications to the RV. This unit will allow remote field office employees to take active training courses on FAA's nationwide training system which consists of hundreds of self-contained micro-computers. These computers contain terminals and are used to deliver national and local training. They may operate in a self-contained fashion or may connect to a mainframe computer through a telecommunications network. Courses are developed by the FAA Academy, Management Training School (MTS), by experienced outside contractors and at selected field locations.

Continued on Page 3

Western-Pacific

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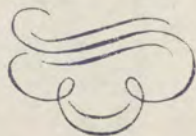
Cover Story, continued

Edwards RAPCON Sector Field Office -- This facility has four technical Airway Facilities Field Offices, with four supervisors and 24 technicians.

Nestled in the Edwards Air Force Base complex, where the Space Shuttle returns to earth, this facility is the focal point for processing Radar Computer Data used by Air Traffic Control to monitor aircraft movement within Restricted Area R-2508. This area is 256 miles long and nearly as wide, making up 24,500 square miles.

Strategically placed throughout the vast area are six Gap Filler Radars, which send radar data to Edwards RAPCON for processing in mainframe computers. This maze of electronic complexity requires the professional skill of a highly trained workforce which is provided by two Radar/Communications Field Offices, and the Automation and Environmental Support Field Offices.

When the Lancaster AF Sector was finally consolidated with Los Angeles, manager Donald Isaccs expressed his feelings with these remarks, "I would like to add a personal thanks to all these employees for making my job extremely easy. As we become a part of the Los Angeles Sector team, it is anticipated that your professional support will continue."



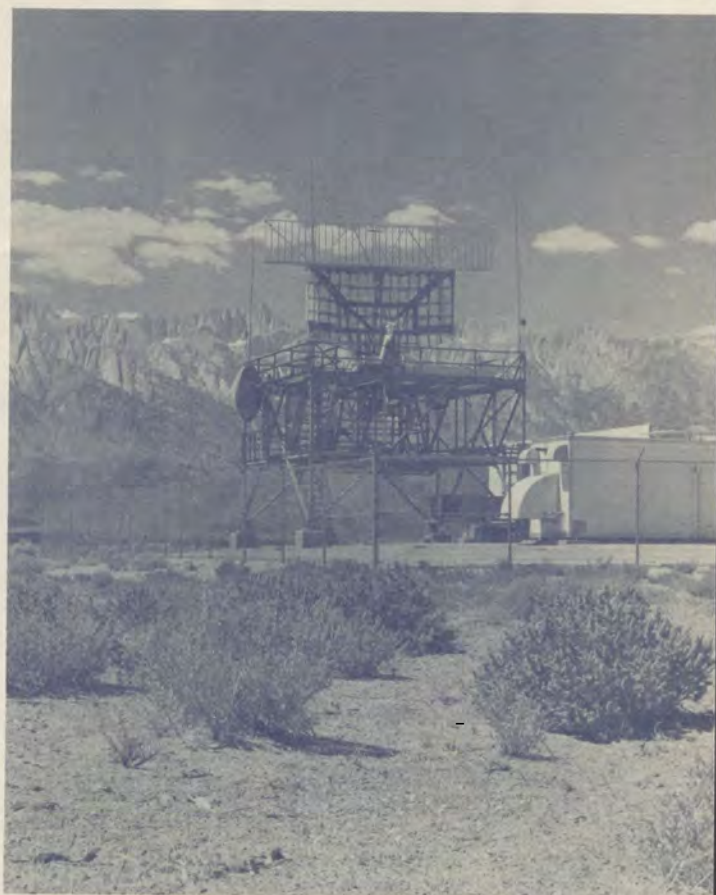
Cover photos: The people and places of the Lancaster Airway Facilities Sector. Top -- Environmental Technician Sam Garcia of the Inyokern Field Office installs an obstruction light atop the new solid state Direction Finder antenna.

Below left -- At the Barstow Field Office, Lucien Lee communicates with Los Angeles Center at the Radar Microwave Link.

Below right -- Technician Leslie Strehlau checks an R-2508 radar site computer printout at Edwards RAPCON Airway Facilities Sector Field Office.



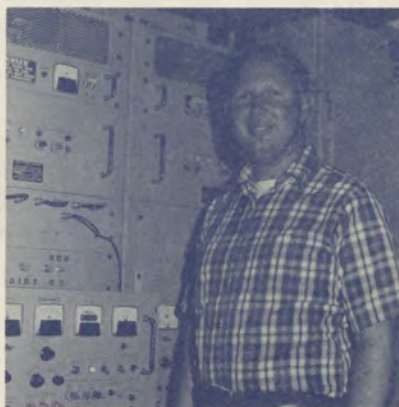
Edwards RAPCON



Owens Valley Gap Filler Radar

Cover Story continues
pages 4 through 10.

Inyokern



Top, from left -- Bill Carr at the Radar Beacon ISM System. Next -- John LaFontaine performs radar system analysis. Next -- Vince Guardionne at the radar display.

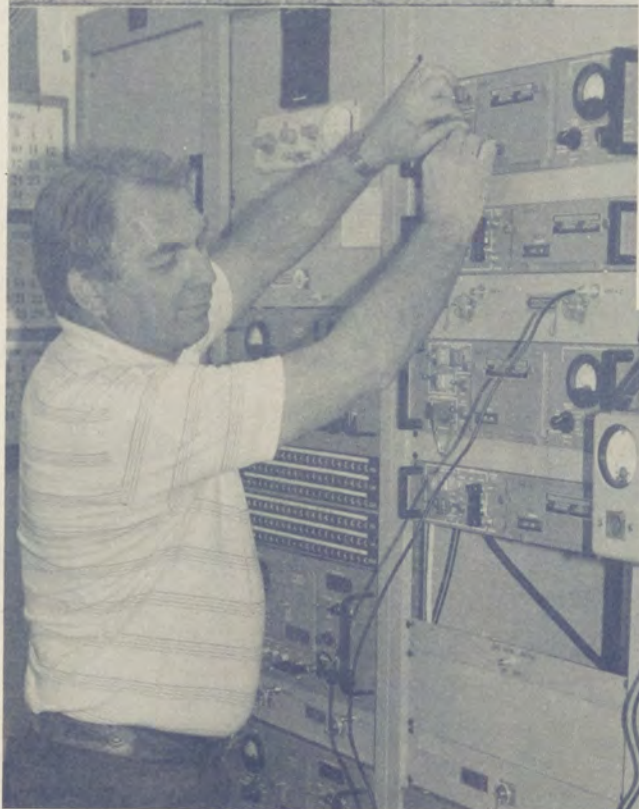
Middle, from left -- Jim Reed, Manager of the Inyokern Sector Field Office, and Joe Gant, Resident Engineer in the Regional Airway Facilities Division, inspect the newly installed solid state Direction Finder. Next -- Roy Townsend demonstrates the diversity of electronic test equipment required to evaluate and restore the systems. Next -- Environmental Technician Sam Garcia watches a professional snake catcher pick up a Mojave Greenie Rattlesnake found in a building at the Indian Wells Gap Filler Radar site.

Below, from left -- Corny Eastman at the IBM computer. Next -- Michael Semingson in front of the ATCBI-5 equipment. Next -- Steve Nore performs electronic circuit analysis on Direction Finder equipment.

Barstow



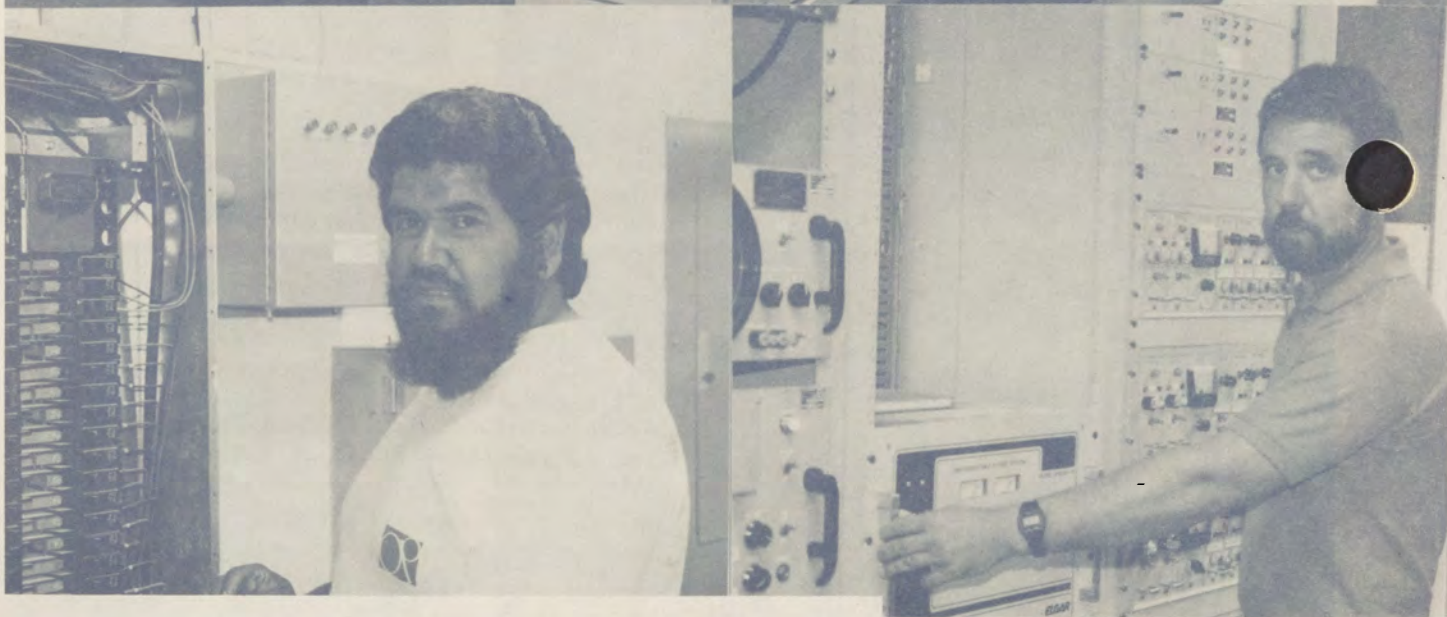
Top, left -- Environmental Technician Marty Martínex performs gas level check for the Velvet Peak Radar site's standby Engine Generator. Right -- Margaret Miller performs routine maintenance on transmitters at Daggett Flight Service Station.



Below, left -- Performing power checks on RTR equipment at Velvet Peak radar site is Hartley McSwain. Right -- Richard Zamora checks waveform display from Common Digitizer at the ASR-8 radar at Velvet Peak.



Santa Barbara



Top, left -- Radar Technician Dewey Nardina came to the Santa Barbara Field Office from Palm Springs. Right -- James Hussong joined the FAA after serving in the U.S. Air Force.

Middle, left -- Richard "Bull" Marques worked as a high voltage electrician for seven years with the Department of Defense before entering the FAA. Right -- Jimmy Tarrant serves in the Santa Barbara Office as an Environmental Technician.

Below -- After 21 years in the U.S. Air Force, James Cole is now in the FAA ranks.

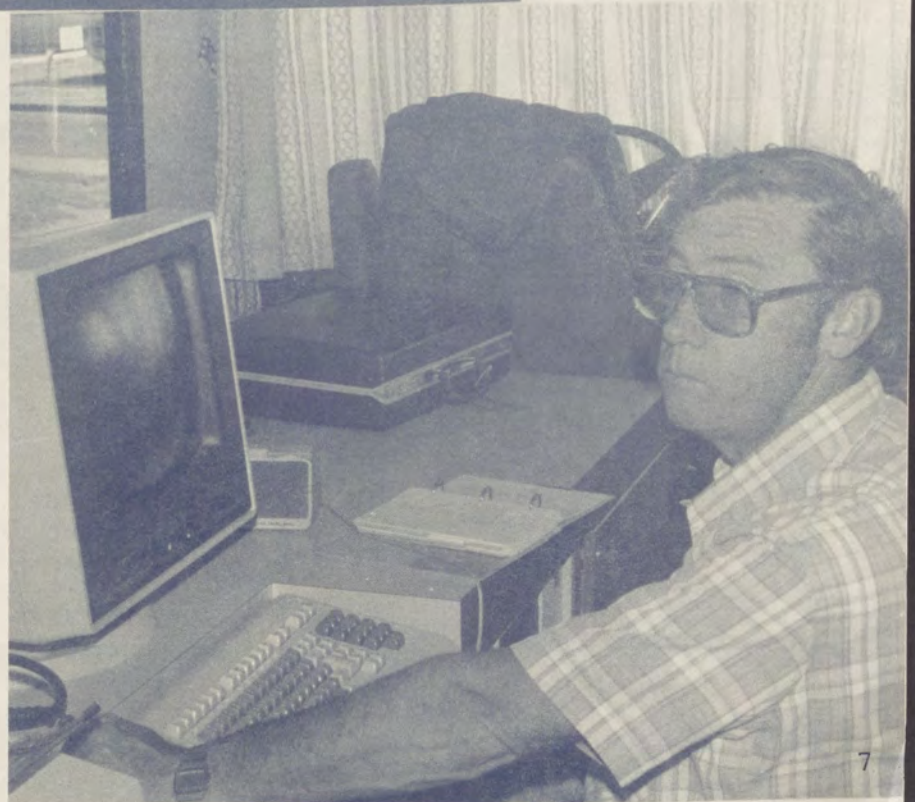


Lancaster Field Office

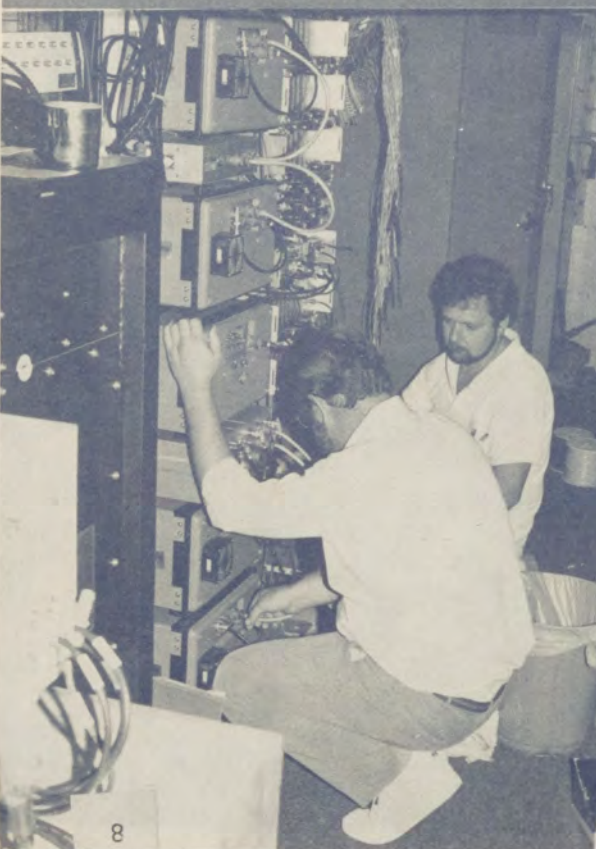
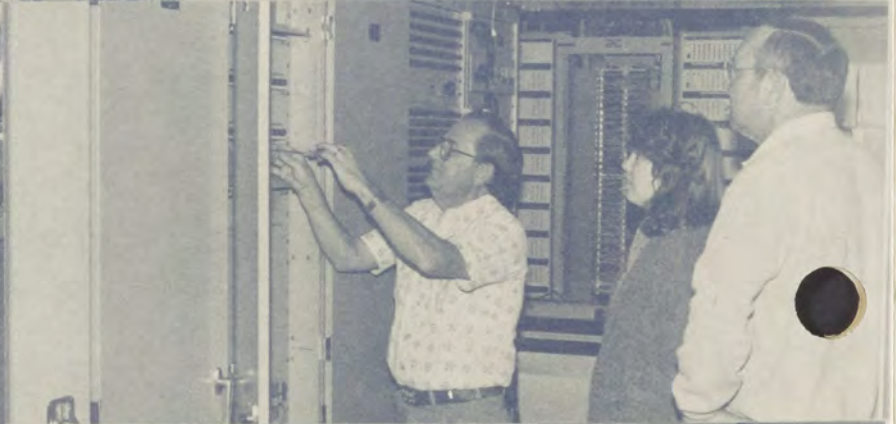


At left, Trainee
John Downie enters
the Motorized Train-
Center.

At right, Lancaster
Field Office Manager
John Markey at the CBI
terminal inside the
Training Center.



Edwards



Left, top -- Allie Cage, left, and Lou Garcia check Radar Moving Target Indicator. Below -- Frank Kryda, left, and Robert Springman install the Terracom Microwave Link. Right, top -- System Performance Specialists Lonnie Freyler, left, John Hopkins, seated, and Philip Stange calculate data. Next -- At the Communications cabinet are Gerald Crist, Kathy Hutchison and Robert Fordham. Next -- Hobart Martin, Jr. left, and Kenneth Doty view the IBM computer.

Lancaster



Top -- Jo Wilkerson (left) and Patricia Huges.

Middle, from left -- Joe Stroface, Donald Torchio and Charles Greiner.

Below, from left -- Bob Evanston, Olympia "Lee" Randolph, Delores Turner and Lawrence Cramer.



Cover Story -- A Final Word

A special thanks to Don Isaacs, former manager of Lancaster Sector, for his work in assembling the story and photos of the people and places of the Sector. Although we worked to get everyone's photo in this issue, we regret that space prohibited us from doing so. Some of those folks also recognized by Don include Chester Isgar, John Beck, Beverly Peralta, Hilary "Mac" McDonald, Roy Flores, Eldon Chapman, Frank Heath, Gerald Brown, Wendell McClure, Max Masayoshi, Stephen Mason, John Vaegele, Joseph Diggle, Donald Farley, William Albright, Robert Hopper, William Murphy, Dwayne Jones, Karl Kraus, William Quinlan, Kennard Pilkington, Terry Story, Ronald Brady, Dennis Kostorowski, Ambus Frazier, Jr., Gary Estes, Harold Gelfman, Sharlin Harris, George Foehl, Dale Givens, Jerry Cloud, Louie Hamilton, Dee Rawlings and Nelson Smith.

Replaced Employees In New Positions



The agency has placed about 60 percent of the en route center employees impacted by the contracting out of the classroom training and automation support functions in those facilities. Most of the remainder have gone to work for the contractors. All employees were given the opportunity to be placed in other positions within FAA if they so desired.

Of the 536 affected employees, approximately 173 are undergoing recertification for controller positions, 118 have been reassigned to non-controller positions, 24 persons remained in managerial positions, one was promoted to area supervisor, and 219 either retired or resigned. The majority of those went back to their old jobs but working for contractors not FAA.

Small Plane Regs Proposed

The agency has issued the first in a series of proposed regulations aimed at enhancing cabin safety and occupant protection in small (FAR Part 23) airplanes.

Published in the Federal Register on Dec. 12 with a six-month comment period, the notice of proposed rulemaking would require energy-absorbing seats and restraint systems in newly type certified small airplanes. Other provisions are aimed at providing quick egress from doors and emergency exits in the event of an accident.

The proposals result from the discussions at the 1984 Small Airplane Airworthiness Review Conference in St. Louis. Additional data was obtained from the agency's Crash Dynamics Program.



Inspection Upgraded

FAA now has purchased the automated flight inspection packages to go with the 19 turboprops that were recently ordered from Beech Aircraft.

Under the \$1.3 million FAA contract, Interstate Electronic Corp. of Anaheim, CA, will provide 40 new display terminals that will give flight inspection technicians more complete signal information on the navigation and landing aids being checked. All of the data that the technicians now get from dials and meters will be presented succinctly in alpha/graphic form on an 8 and 1/2 inch square plasma display.

Delivery of the new equipment is scheduled to begin in March 1988 and will be installed in both the new Beech 300 Super King Airc and older flight inspection aircraft.

News In Brief

* "Home for the Holidays" means that an estimated 21 million travelers were aloft with airlines during the period of Dec. 19-Jan. 4, according to the Air Transport Association. That's up 1.5 million over last year's holiday total. ATA says carriers will add extra flights to help carry the load.

* Employees hired since Jan. 1, 1984, will be automatically transferred to the Federal Employees' Retirement System (FERS) in pay period two of 1987, beginning Jan. 4. All retirement money previously withheld will be transferred to the employees' FERS accounts. The "DOT RET. BALANCE" block on the Jan. 27 Earnings and Leave Statement will reflect the transfer and future FERS withholdings. FERS withholding rates will remain at 1.3 percent.

* Southwest Regional Director C. R. "Tex" Melugin has informed the Dallas/Ft. Worth Airport Board that the agency will not try to prevent the construction of a new Delta airlines satellite terminal at DFW. However, he recommended that "major terminal construction such as this be deferred until a current master plan revision is completed." Melugin said the ultimate decision will be left to the Airport Board but "the FAA will not allow airport operations to become unsafe."



Sherri McKenzie Retires

Sherri McKenzie of the Regional Logistics Division has announced her retirement. Friends and co-workers are invited to a retirement roast to be held in her honor at the Proud Bird Restaurant on Aviation Blvd., El Segundo, Calif. The buffet luncheon will begin at 11 a.m.

For more information, please contact Vivian Green at 213/297-1047 or Shari Creighton at 213/297-1154.

Nine Women Picked For Leadership Program

Two women from Washington headquarters and seven from the field have been selected for the 1987 Office of Personnel Management's (OPM) Womens Executive Leadership Program.

Surviving the various levels of competition to qualify for the program are Minnie Brown and Brenda Courtney, Washington; Rozelia Cusic, Rose Marino, and Louise Stiles, all of the Western-Pacific Region; Susan Ward-Huerkens, Eastern Region; Katherine Paul, Northwest Mountain Region; Maureen Duffy, New England; and Gene Bowden, Great Lakes.

The nine women will begin the program in January with a week-long orientation and training session. The total program, which is designed to train outstanding women employees for future management positions, will run through 1987. It involves 25 days of classroom training, rotational assignments, and a one-week Public Manager's Workshop in residence at an OPM training center.

Key skills to be developed during the training are direction and guidance of programs, policy development, and utilization of human resources.

Morley, Hadley and Becker Retire From San Diego TRACON

Bill Morley, Bill Hadley and Jim Becker of the San Diego TRACON have retired as of January 3. A dinner dance will be held in their honor on January 23 at the Stoneridge Country Club, 17166 Stoneridge Country Club Lane, Poway, CA, just east of Rancho Bernardo.

Choice of entree includes Filet of Sole Almondine, Stuffed Breast of Chicken or London Broil.

A no-host bar will open at 6 p.m. and dinner will be served at 7 p.m. Plan to attend! Send your check for \$20 per person to cover dinner, tax, gratuity and gift to Rick Case, 2045 Valley Lake Drive, El Cajon, CA 92020. Please indicate somewhere on your check your dinner preference.

DOT Task Force Has Security Suggestions

As part of a comprehensive study of security at domestic U.S. airports, DOT's Safety Review Task Force has recommended that FAA update and strengthen the requirements for airline security training programs.

Secretary Elizabeth Hanford Dole said implementation of the recommendations "will assure that flight crews are better trained and prepared to deal with any security incidents that might occur."

Specific recommendations include one for a "core program" of updated training materials which addresses terrorism and other current security threats. Increased use of videotapes and other innovative training aids and procedures is also urged. A third recommendation calls an annual FAA review of airline security training programs to keep them current and relevant.

The task force's review of U.S. aviation security policy and procedures was ordered by Secretary Dole last February. Previous recommendations, released in August, covered access to security areas and identity checks for newly-hired security personnel.

Robert Machol Appointed Assistant Administrator

The agency has picked a Northwestern University Professor of Systems and veteran NASA consultant as Assistant Administrator of the recently established Office of Science and Advanced Technology (AST-1). In his new job, Dr. Robert E. Machol will direct efforts to identify scientific and advanced technologies to meet the long-term future needs of the National Airspace System.

While at Northwestern, Machol was a consultant for NASA and tackled a variety of projects such as human engineering, the space station, the problem of near midair collisions, and solar power satellite systems. In addition, he did consulting work for the International Federation of Airline Pilots on aircraft navigation problems over the North Atlantic. He also was a working group member for Joint US/USSR Research on Computers in Management.



Check Your Pay Slips For Changes in 1987

FAAers should check their pay slips carefully after the first of the year for changes resulting from the three percent pay raise and the Tax Reform Act of 1986.

The pay hike will show up in the checks that go out on Jan. 27 and some employees may find it disappointing. For example, a GS-12/Step 1 will earn only \$36 more per pay period before deductions. Other changes will reflect any increase in CFC contributions and implementation of the new, and generally higher, health insurance rates.

The pay slips for Jan. 13 will contain some different numbers due to the Tax



Reform Act and resumption of the FICA/Medicare payments for those who reached the 1986 cap earlier this year.

In other pay news, new W-4 forms, required by the Tax Reform Act, are now being printed and should reach employees about Jan. 13. Employees should complete these forms and return them to their servicing payroll center as soon as possible to keep deductions in line with the new legislation.