



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

Western-Pacific Intercom



McArtor Meets With Pro-Aviation Group

Six major aviation user groups that rarely see eye to eye on any given subject have banded together to increase public and Congressional awareness of the need for continued modernization of the air traffic control system and expansion of the nation's airport capacity.

Organized by former FAA Administrator J. Lynn Helms, the high-powered industry coalition met July 31 with Administrator McArtor to present him with a copy of its specific recommendations for enhancing both the safety and efficiency of the air transportation system. The group's basic premise is that a lack of national commitment and failure to dedicate adequate resources could pose a serious threat to continued aviation progress.

McArtor called the meeting "an important step in forgoing a continuing partnership" and promised to establish a continuing dialogue with the committee. Members of the group include the presidents of the Air Transport Assn., Regional Airline Assn., Air Line Pilots Assn., Aircraft Owners & Pilots Assn., National Business Aircraft Assn., and National Aviation Trades Assn.

TCA Changes Ordered At LAX

Administrator McArtor has issued an emergency order changing the terminal control area (TCA) at Los Angeles International Airport (LAX) in order to provide a higher level of flight safety.

The action will increase the ceiling of the TCA from 7,000 to 12,500 feet and close a flight corridor through the control area that is now available to pilots operating under visual flight rules (VFR) without an air traffic control clearance. It is effective August 19.

McArtor said, "I have taken this action to lessen the risk posed to the traveling public by VFR aircraft in and around the Los Angeles basin." He also said he was considering similar action at other TCA airports.

Between Aug. 1, 1986, and Aug. 1 of this year, McArtor noted, there were a total of 51 near midair collisions reported in the Los Angeles basin, more than any other area of the country. This compares with only 14 such reports between Aug. 1, 1985, and Aug. 1, 1986.

The changes were also prompted by the rapid growth of traffic at LAX. Through the first six months of 1987, LAX traffic was up almost 20 percent over the same period last year, or four times the rate at any other major U.S. airport.

DOT Drug Testing Program Set

The DOT-wide drug testing program for employees will be implemented in September for employees in critical safety and security positions. The 30-day notices to employees were mailed on Aug. 7.

For FAAers already covered by the agency's drug testing program, the major change will be a new requirement for random drug testing. In addition, electronic technicians will be added to the pool of those subject to random testing.

Selection of employees for random tests will be done by computer to insure that the process is fair and evenly handed. Supervisors will notify the selectees verbally and privately about when and where to report for testing. Refusal to take the test will result in the employee being removed from the Federal service.

All urine samples will be tested for the presence of five classes of drugs: marijuana metabolites, cocaine metabolites, opiates, phencyclidine (PCP), and amphetamines.

In addition to drug testing, the comprehensive DOT program also provides for extensive drug awareness and education campaigns as well as counseling and rehabilitation assistance.

Controller Helps Non-Pilot Make Safe Landing

Controller Jerome Tremblay of the Groton-New London, CT, Airport Tower virtually landed a single-engine airplane from his controller's position after the pilot had suffered an apparent heart attack and his non-pilot wife radioed for help.

"I can't land this airplane," the woman said over the radio, but Tremblay said she did a good job lining up the runway. "I talked her through the final approach and landing," he said. "I tried to make it clear to her that there was someone down here in control, and this seemed to calm her down."

"She followed instructions well until the plane was on the ground," he explained. At that point the plane went out of control, left the runway and crashed into two parked aircraft. The pilot, who had in fact suffered a heart attack, died before reaching the hospital, but his wife escaped injury.

FAA Pulls Delta Captain's Ticket

In an emergency action, FAA has revoked the airline transport pilot rating of the Delta captain who inadvertently shutdown both engines of his Boeing 767 shortly after takeoff from Los Angeles International Airport on June 30. He came within 500 feet of ditching his aircraft in the Pacific Ocean.

FAA said the captain followed incorrect procedures in responding to a cockpit message indicating a possible problem with the Electronic Engine Control (EEC) and erroneously shut off fuel control switches to both engines instead of the two EEC switches. The jet fell from 2,000 to 500 feet before the engines were restarted.

The FAA action prohibits the Delta captain from flying as pilot-in-command, but he can apply for a commercial pilot's certificate that will allow him to fly in the right seat as first officer. He may appeal the order to the National Transportation Safety Board.

Western-Pacific Intercom

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Ontario Controllers

Earn SAA's

It was surprises, smiles, and picture-taking time recently when Air Traffic Manager Sam Fabela presented a group Special Achievement Award (SAA) to all 15 Air Traffic Control Specialists and two Area Supervisors at Ontario Tower. The award was presented for the safe and superior manner in which they handled traffic during extensive airport construction in conjunction with procedural changes associated with assumption of limited radar approach control and Airport Radar Service Area (ARSA) responsibility, combined with extensive on-the-job training of developmentals.

A Letter of Commendation was also presented to controller Ron Schilling for his outstanding work as temporary Quality Assurance and Training Specialist. A Letter of Appreciation also went to controller Carl Asche for his active participation in helping develop procedures for handling opposite direction traffic flow at Ontario Airport.

Photos: Top -- Area Supervisor Joe Parker proudly displays the Special Achievement Award earned for his role in continuing the safe operation of air traffic during the Ontario Airport construction and ARSA implementation. Air Traffic Manager Sam Fabela presents the award to Joe, and to all other recipients.

Middle -- Others receiving awards from Manager Sam Fabela (first row, left), include (from lower left)--Controllers Carl Asche and Ron Schilling; Second row--Controllers Mitch Hegedus, JoAnne Morris, Dave Kaufman, Diane Mangels, Area Supervisor LaVerne Evans and Bill Wheeler.

Below: Controller Linda Asche also received an award as did husband Carl.

Unavailable at photo-taking time, but recipients of the SAA are Controllers Joyce Ashley, Keith Bell, Matt Cobb, Nathan Dockery, Don Kimball, Ken Sizemore and Don Zetsche.

(Photos by Controller Bill Wheeler.)



Supervisors Committee Elects National Officers

The newly established Airway Facilities Supervisory Committee (AFSUPCOM) has picked a slate of officers to guide it through the 1988-89 time period.

Officers are Jim Wolf from the Great Lakes Region, chairman, and Ralph Todd from Northwest Mountain and Gene Crabtree from the Southern Region, both national officers.

Modeled after the successful Air Traffic SUPCOM, the new organization held its first meeting in June and is planning a follow-up session in October. Priority issues currently under review include implementation of the National Airspace System (NAS) Plan, performance evaluation ratings, and equitable treatment for all employees. The organization also will provide progress reports for headquarters, regional, and field participants.

In addition to the regional representatives, key headquarters officials participating in the initial meeting were Martin Pozesky, Deputy Associate Administrator for NAS Programs, and James Etgen, Edward Kelly, Herbert Bachman, and Katie Sullivan, all from APM.

Proud Parent Corner

Larry Swanson, a Supervisory Air Traffic Controller at Los Angeles Center, can rightfully be proud of his talented nine-year-old daughter Jandi.

Ten days after her father transferred to the air route traffic control center in Palmdale, Jandi had been signed by a talent agent and chosen to do a national television shoe commercial.

Since then she was filmed in another commercial for a popular doll family for, and she had a part in the TV sitcom "Designing Women." Additionally, Jandi performed in a recent episode of "St. Elsewhere" and has several parts in upcoming movies. In the fall, a computerized talking doll named Julie that uses Jandi's voice will be marketed.

Her list of credits goes on and on.

Congratulations, Jandi, and also to your proud Dad Larry!

FAA Pursuing "Plastic" Gun Detection Methods

Despite all the publicity about the threat to aviation posed by so-called "plastic" guns, FAA's top security official says, "we are aware of no current, 'non-metal' firearm which is not reasonably detectable by present technology and methods in use at our airports today."

However, in July 28 testimony before a Congressional subcommittee, Director of Civil Aviation Security Ray Salazar said the agency is not discounting the possibility that such weapons might be developed in the future and is "actively pursuing technology intended to improve the state-of-the-art in the detection of weapons."

Salazar noted that several promising approaches to detecting non-metallic firearms have been identified including infrared, x-ray and acoustics. Other technologies, such as chemiluminescence and ion mobility, are being tested for detection of plastic explosives and gunpowder.

Avoiding Crowded Skies

As part of its Sector Traffic Management Program, FAA's Air Traffic Operations Service has published a new handbook that identifies the nation's busiest airspace sectors so pilots can flight plan more effectively.

Keyed to the peak summer flying season, the special edition of Air Traffic Flight Information publication, "Sector Traffic Management Program," lists those sectors in each air route traffic control center area that "have the potential of reaching and/or exceeding operationally acceptable levels of traffic." The altitudes and the times of day when this is most likely to occur also are listed.

Some 90,000 copies of the publication have been distributed to FAA facilities across the nation as well as to airlines, fixed base operators, and other aviation organizations.

Aerobatics -- Just For The Fun Of It

Recreational flying takes many shapes for various pilots. For John Roach, an Air Carrier Operations Specialist in AWP-260, recreational flying is in the form of aerobatic maneuvers. John launched his aerobatic experience in a Decathlon in May 1986. After a few practice sessions with an experienced aerobatic instructor and Aerobatic Competency Evaluator, John decided to try his hand in the International Aerobatic Club amateur competition arena. After competing in two of four aerobatic contests, John placed ninth in the California State Sportsman Points Series flying in the Super Decathlon.

Thus far in the 1987 season after two contests, finishing second in the Gold Cup Aerobatic Championship and winning the Northern California Aerobatic Champion, John stands one and one-half points out of first place for the overall California State Championship with two contests to go.

John recently spoke of his ambitions, "It is my goal for 1987 to score high enough in the next two contests to be competitive for the State Aerobatic Championship crown. This hopefully will result in a qualifying score for a national ranking. I then could be eligible to compete at the U.S. National Aerobatic Championship in September of 1988."



Presently, John plans to compete in the Sportsman Category in the Super Decathlon until such time he has achieved his national sportsman slot.

Eventually he plans to move up in the more advanced categories (Intermediate, Advanced and Unlimited) as he gains more experience in the aerobatic competition arena.

It goes without saying the entire region wishes John the best of luck and smooth flying in his aerobatic endeavors.



Santa Ana AF Sector

Field Office Technicians

Earn Awards

Santa Ana technicians Curtis Jacobsen (left) and Tom Durham (right) were recently presented with Special Achievement Awards based on performance. Tom Twadell, Airway Facilities Sector Field Office Manager presented the awards.

Airport Delays Drop, As Percentage Of Ops

Flight delays as a percentage of aircraft operations at the nation's 22 "pacing" airports dropped in the first six months of 1987 compared with the same period in 1986. The decline was achieved despite continuing traffic gains--five percent at FAA's 20 regional air route traffic control centers and 2.6 percent at the 22 pacing airports--and a higher incidence of severe weather during the six month period.

The total number of delays of 15 minutes or more at the 22 pacing airports in the January-June 1987 period was 162,770, which was only a fraction more than the 162,317 recorded during the first six months last year. However, when the increase in flights at the 22 locations was factored into the equation, the percentage of delays at the 22 locations actually decreased from 36 per 1,000 operations in the first six months of 1986 to 35 per 1,000 through June of this year.

Boston's Logan, Newark, New York's LaGuardia Airport, Minneapolis/St. Paul, St. Louis, San Francisco, and Washington National were among those showing significant declines. On the other hand, Atlanta, Los Angeles, and Philadelphia recorded substantial increases in delays.

Weather has played an even more prominent role in the delay situation this year than in past years, accounting for 71 percent of the total. The figure was 68.2 percent in 1986 and 67.7 percent in 1985.

Pension Tax Guidelines

The official guidelines that tell you how to figure the tax on the lump sum payment is now available at local IRS offices. The information is contained in Publication 721, "Comprehensive Tax Guide To U.S. Civil Service Retirement Benefits" (May 1987 Edition).

News In Brief

Errant Pilot's Certificate Revoked

* Responding quickly to the Aug. 14 near midair collision involving President Reagan's Marine Corps helicopter, FAA has issued an emergency order revoking the certificate of the private pilot who caused the incident. FAA said the offending pilot flew through the prohibited area over the President's Santa Barbara ranch and passed 150 feet below the helicopter. However, the Marine Corps pilot had been alerted by FAA controllers to the traffic and was able to make proper avoidance maneuvers.

More ARSAs Proposed

* FAA has proposed to establish Airport Radar Service Areas (ARSAs) at three more airports, Fayetteville Municipal and Pope AFB, NC, and Shaw AFB, SC. The ARSAs would replace non-regulatory Terminal Radar Service Areas at these locations. The agency now has 89 ARSAs in place and others proposed for 13 airports.

Travel Bonus Update

* Frequent travelers are again reminded that all bonuses earned during official travel are the property of the U.S. Government. A DOT employee recently was prosecuted for personal use of these benefits and the powers-that-be say the same could happen to any of us who try to play fast and loose with Federal property. So play it safe and check with the Servicing Accounting Office before using travel bonuses for any purpose.

Fellow FAAer Needs Help

* Carol Harms' co-workers at the National Communication Center in Kansas City, MO, have started a fund to help her bear the financial burden of coping with Lupus disease. A NATCOM computer operator, Carol has remained on the job although her work schedule has been rearranged to accommodate her illness. But now all the sick and annual leave is gone and she can use a helping hand. Donations should be sent to Rosie Newman. NATCOM, 1200 E. Bannister Rd., Kansas City, MO 64131.

Foreign Repair Station Rules May Be Eased

FAA plans to issue a notice of proposed rule making in the near future that would expand the scope of work that foreign repair stations can perform on U.S. registered aircraft.

FAA's Associate Administrator for Aviation Standards Anthony Broderick told a Congressional subcommittee on July 28 that the current rules have not kept pace with the changes in the aviation industry and need to be brought up to date. For example, he cited the increased use of foreign-made aircraft by U.S. airlines, particularly the regional carriers.

Currently, foreign repair stations are authorized to perform maintenance only on U.S. registered aircraft that operate outside the country on a full or part-time basis. Airline groups want FAA to authorize these facilities to work on U.S. aircraft regardless of where they are used.

Broderick said FAA would propose an "easing of the current restrictions late this summer" but noted that it would be premature to discuss the specifics of the NPRM at this time.

More East Coast Plan Changes Underway

With Phase I of the Expanded East Coast Plan credited with reducing flight delays at the New York airports by 40 percent this year, FAA is moving ahead with plans for the implementation of Phase II this fall.

The Eastern and New England Regions are closely coordinating all actions to ensure a smooth transition of the major Phase II operational elements. For example, by Nov. 21, new procedures will allow controllers at the Boston en route center to hand off flights directly to the New York terminal radar control room (TRACON).

Also, the two regions are planning to expand the number of jet departure routes from the New York area to the northwest and west from one to four. After Nov. 21, there will be one route each for Chicago, Detroit and the West Coast Traffic with the fourth route handling the overflow.

Other airspace changes will allow Syracuse Approach Control to hand off directly to the New York Center or TRACON. Plans also are in the works for direct hand offs from the New York Center to the Washington and Baltimore airports.

Federal Employees Disneyland Party To Be Held October 12

Federal Employees, their families and friends will have the opportunity to experience Disneyland's newest attraction, "Star Tours," when they enjoy unlimited use of their favorite Disneyland attractions during a special party from 9 a.m. to 10 p.m., on Monday, October 12.

The ticket price is \$12 for adults and \$9 for children (ages 3 to 11) and includes free parking and unlimited use of the Magic Kingdom's more than 50 attractions (except arcades).

Tickets are available from Civilair representatives as follows: Air Traffic -- Denise Valle, FTS 984-1038; Security/Airports -- Eric Vermeeren, FTS 984-

1034; Flight Standards/Staff Offices -- Elly Brekke, FTS 984-1431; Logistics -- Linda Murray, FTS 984-1697; Medical/Airway Facilities -- Mickey Martinez, FTS 984-1079 or Bob Kivitt, FTS 984-1684; Los Angeles Hangar -- Frank Deniz, FTS 983-2150; Los Angeles Center -- Anita Moore, FTS 968-8402. All other offices -- Linda Murray or Elly Brekke.

Mail orders will be accepted. Please include full payment, payable to FAA Civilair, P.O. Box 920007 World Way Postal Center, Los Angeles, CA 90009. You must include a self-addressed, stamped envelope.

How To Tell A Winner From A Loser

When a loser makes a mistake, he says, "It wasn't my fault;" when a winner makes a mistake, he says, "I was wrong."

A loser blames "bad luck" for losing - even though it isn't bad luck; a winner credits "good luck" for winning -- even though it isn't good luck.

A loser is always "too busy" to do what is necessary; a winner works harder than a loser, and has more time.

A loser makes promises; a winner makes commitments.

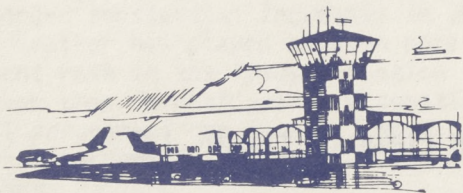
A loser says "I'm sorry," but does the same thing next time; a winner shows sorrow by making up for it.

A loser says, "I'm not as bad as a lot of other people;" a winner says, "I'm good, but not as good as I ought to be."

A loser would rather be liked than admired, and is even willing to pay the price of mild contempt for it; a winner would rather be admired than liked, while preferring to be both.

A loser says, "I only work here;" a winner feels responsible for more than the job.

A loser says, "That's the way it's always been done here;" a winner says, "There ought to be a better way to do it."



Phoenix Tower Anniversary Planned

On Sunday, October 11, Phoenix Tower will celebrate the 10th anniversary of the new control tower. The facility's Human Relations Committee is locating former personnel, especially those that have retired. If you would like details of the final program or have any information on former employees, please notify Phoenix Tower at FTS 261-4226 or commercial 602/261-4226.

Intercom Photo Tips



Is it true that a picture is worth a thousand words? Maybe!

As you've seen from editions of the INTERCOM, we do use pictures. You will have noticed that most are of people on the job, at awards functions, or featured as personalities.

INTERCOM must have a constant supply of good pictures; especially mission and people pictures that extend our reach. That's the picture of you at a radar site in the mountains, at the award ceremony in Washington, the picnic at the lake, etc.

Sometimes a picture is worth a thousand words. Our job here is to urge you to submit pictures to INTERCOM, and to help you get as much out of your photo submissions as possible.

Without going into the mechanics (there are plenty of good books on photography), clear pictures with good contrast are a must. The picture should tell a story or show action. If you want to see more than one photo of an event or person in INTERCOM, your prints must show different aspects of your subject; they (together) must tell a story without being repetitive. The print should be 3 by 3 inches or larger. Black and white, smooth-surfaced prints are best.

There are many little details you should watch for that detract from your otherwise good picture. Some examples are such things as an ear being scratched, distracting backgrounds (including highly reflective surfaces, clutter such as overflowing ashtrays), or (very common) too much separation between people, and too much distance from the subject.

Complete identification of people in a picture and what is happening is essential. Don't press down when writing on the back of a print. Lightly pencil a number on the back of each photo and prepare a separate sheet of paper identify each photo by number.

Have fun with your camera, and keep us in mind.

Dreier Honored At Los Angeles Center AFS



Armin Dreier (right), Systems Engineer, Central Computer Complex at Palmdale Airway Facilities Sector, recently received several letters of recognition.

Armin has completed 30 years of federal service and received a Letter of Appreciation with his career service emblem. Acting Sector Manager Burt Jones (left) made the presentation.

Armin also received a Letter of Appreciation for his dedication and knowledge in support of the Departure Sequencing Program (DSP) installation; resolving telecommunications problems; keeping the NAS 9020-Apollo communications working; and coordinating with personnel at the towers. In addition, Armin received a Letter of Appreciation from Mel Yoshikami, APM-200, through the Airway Facilities Division Manager Alex Hammond, for assisting Harry Kane, APM-210; John Dinofrio, ACT-120; and Mitre Corporation with the hardware.

A Letter of Commendation was also presented to Armin from Mel Yoshikami, APM-200, for his assistance to Robert Rinehart, alternate technical officer on the Flight Data Input/Output (FDIO) contract. Mr. Rinehart cited Armin's invaluable service in planning and conducting the FDIO site acceptance test through many schedule changes, recoordination efforts and program debugging.

FAA Gets Help From A Friend -- The IRS

Although Fresno FAA folks were anxiously awaiting Leader Effectiveness Training (LET), the course was almost cancelled. Due to limited travel and per diem funds, only about half of a class could be filled. Faced with the prospect of having to cancel the class, the Human Resource Development Branch, AWP-17, contacted the Internal Revenue Service Training Branch in Fresno. They immediately came to the rescue by canvassing their employees and filling the class, with full reimbursement for course materials.

Instructors Doug Johnson, from the Reno NAV/COMM Airway Facilities Sector Field Office (AFSFO), and Hank Bertuleit from Stockton AFSFO said that participation by IRS employees enriched the successful class. The written comments from IRS participants included statements like, "I loved the course and really feel that it will work," "Excellent--I have enjoyed this class more than any I've attended," "I think that other government agencies should be exposed to this course," "You can teach an old dog new tricks."

This planning creativity on the part of AWP-17 exemplifies the benefits of cooperation among government agencies for the overall benefit of federal employees.

San Diego FSS Awards

Congratulations to the following San Diego Flight Service Station Air Traffic Control Specialists who recently earned Letters of Commendation: Johnny Grayson, Laura Benford, Ben LaTorre and June Gentry.



Picture This . . .



Although Edwin "Sandy" Detherage, Controller at Edwards RAPCON, has earned a reputation as an excellent cartoonist, he undertook a recent project that was, in his words, "very stressful." Sandy volunteered to sketch a portrait of former Administrator Donald Engen as a retirement gift from Regional Director Mac McClure.

Working on his own time and with only a few snapshots of the Administrator, Sandy produced a beautiful color portrait, including margin drawings representing significant milestones in the Administrator's career. The finished portrait was signed by the Administrator's Management Team, framed and presented by Mac McClure at the Engen's retirement.



Phocus On Phoenix AF Sector

Ramiro Rodriguez recently reported to the Phoenix Nav/Comm Unit and has been helpful in assisting while some technicians were in Oklahoma City. Also new on-board are Robert Otte and Chris Wittwer. Farewell to Joe Santo, leaving in for Oklahoma City as an instructor.

Doug Pemberton finished a Model I Course and has assumed maintenance responsibilities. Others completing courses include Ron Canale--Doppler VOR Training; Gerry Ferranti and George Gould--Computer-Based Instruction; and Dale Iverson--Solid State Direction Finder. Upward Mobility Technician Barbara Zvonek is continuing training and a new Upward Mobility position was filled by Gene Bittencourt. Mark Thomas recently represented FAA at Page High School for Career Days and Jimmie Bell conducted a safety meeting.

Mt. Humboldt had visitors from Adobe Mountain Corrections Facility. A tour was provided to eight juveniles, with the Department of Corrections Officer escorting them.

Congratulations to the following who earned awards: Quality Within Grade--Dewayne Nolin, Environmental Systems Technician; Dennis Ketchum; Electronic Technician; and Dave Fraiser, Electronic Technician.

Sustained Superior Performance Award--Leonard Dunn, Electronic Technician; Jay Walton, Staff Engineer; Wayne Stahl, Electronic Technician; Bob Beaudoin, Maintenance Mechanic; Steve Runzo, Electronic Technician; and Jimmie Bell, Supervisor, Environmental Support Unit.

On-the-Spot Award--Bob Elgins, Electronic Technician, for developing software for Maintenance Charts on the IBM; Dewayne Nolin, Environmental Systems Technician and Technician Gerry Evans, for replacing a transmission line resulting in improved system performance.

Letters of Appreciation--Dewayne Nolin for his assistance at the ARSR; Jan Proctor and Barbara Schwitters for their assistance in helping set up a meeting in Phoenix; Kevin O'Brien and Swede Almquist for overall excellent support; and Jan Proctor for excellent support in the Incentive Awards Program.

Career Service Pins--30-year service pins were presented to Don Kirschner, Manuel Hernandez and Joe Perez.

Local Coordinator Directory

ARIZONA

Phoenix

Dick Miller, Manager
Phoenix TRACON
Sky Harbor Airport
2800 Sky Harbor Blvd., Room 112
Phoenix, AZ 85034
FTS: 261-3684 COM: 602/261-3684

Prescott/Northern Arizona

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Prescott Flight Service Station
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Prescott, AZ 86301
FTS: 761-4220 COM: 602/778-7810

Tucson

Patrick O'Sullivan, Manager
Tucson Tower/TRACON
Tower Building, Second Floor
Tucson International Airport
Tucson, AZ 85706
FTS: 762-6254 COM: 602/629-6254

CALIFORNIA

Antelope Valley/Bakersfield

Bob Harik, Manager
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FTS: 799-1340 COM: 805/258-6300

CALIFORNIA (cont'd)

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Jerry Judd, Manager
Red Bluff Flight Service Station
Red Bluff Municipal Airport
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Red Bluff, CA 96080
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Fresno

Ed Hammonds, Manager
Flight Standards District Office
Fresno Air Terminal
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Dick Muckle, Manager
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Local Coordinator Directory (continued)

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FTS: 799-2363 COM: 714/549-1466

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San Fernando Valley

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N E V A D A

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H A W A I I

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