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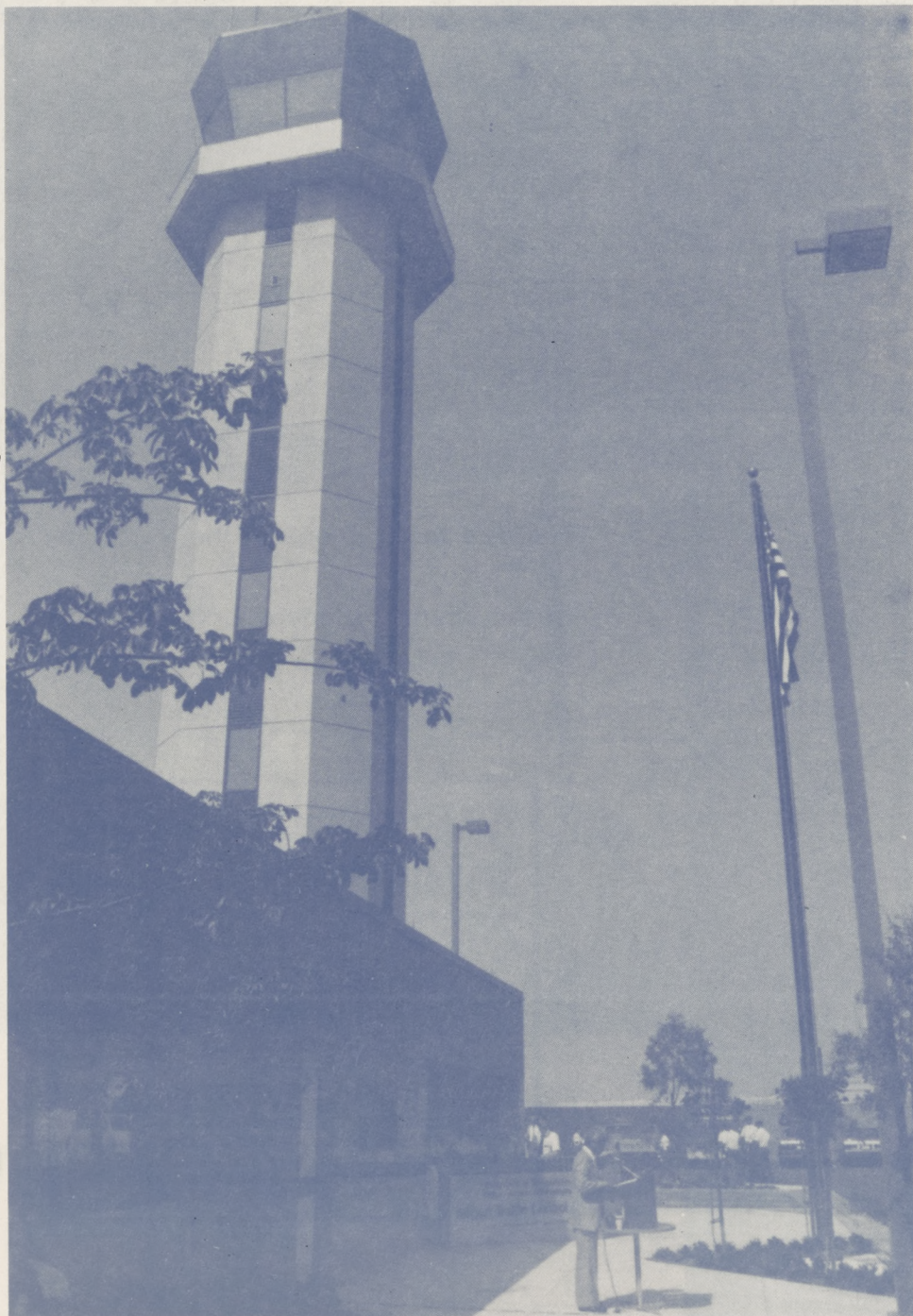
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**Federal Aviation
Administration**

Western-Pacific Intercom



New
Control
Tower
Opens
At
Ontario
Airport

Cover Story

Ontario Tower Personnel said goodbye to the 50's, and hello to the 80's, when they made the move from their 35-year-old tower to their new \$4.5 million facility. Over 75 guests helped celebrate the occasion at a dedication ceremony, marking the official opening of the 126 foot-facility.

The festivities--planned by Controller Don Kimball in cooperation with the Public Relations Department at Ontario International Airport (OIA)--opened with a flag raising ceremony by the U.S. Air Force and California Air National Guard from Norton Air Force Base and OIA.

Tower Manager Sam Fabela welcomed the guests, the new tower is in line with the agency's 20-year National Airspace System Plan and the continued growth at OIA. Fabela thanked the people from various departments throughout the Western-Pacific Region for their hard work and professionalism, especially Kent Freeman who was Resident Engineer in charge of the construction project.

Lloyd Golden, Manager, Regional Logistics Division, spoke briefly to the gathering, Lloyd mentioned that the funds for the project came from the aviation gas tax and the airline passenger ticket surcharge.

Airport Manager Michael DiGirolamo addressed the guests, stating how the new tower was one of the first steps of the airport's modernization. Mr. DiGirolamo presented a framed picture of the new tower, with the Air France Concorde in the foreground, to Manager Fabela as a gesture of goodwill between OIA and the FAA.

A ribbon-cutting ceremony was led by Fabela and DiGirolamo, after which Fabela invited the guests inside to tour the facility. The guests enjoyed cake and punch served by the Airport Tour Guides.

Controllers Ron Schilling, Jo Morris and David Kaufman conducted tours of the tower cab for the guests. Schilling, one of 13 Controllers at the Level III Limited Approach Control Tower, said, "The whole operation will be greatly enhanced because all of our equipment is much more modern." Morris pointed

out how the new tower is three stories higher than the old tower, and closer to the approach end of the calm wind runways. "What's nice about this is we'll have a better view of the total airport," she said. Everyone agreed the tower's new equipment, facilities, and location will go a long way towards making life for the controllers a little easier, and the service they provide to the flying public even more efficient.

Cover photo: The new air traffic control tower is dedicated at Ontario Airport. Manager Sam Fabela (lower right) is overshadowed by the state-of-the-art 126 foot structure.

"The new tower is one of the first steps of the airport's modernization."

Western-Pacific Intercom

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Ontario Tower Opens Its Doors To Guests

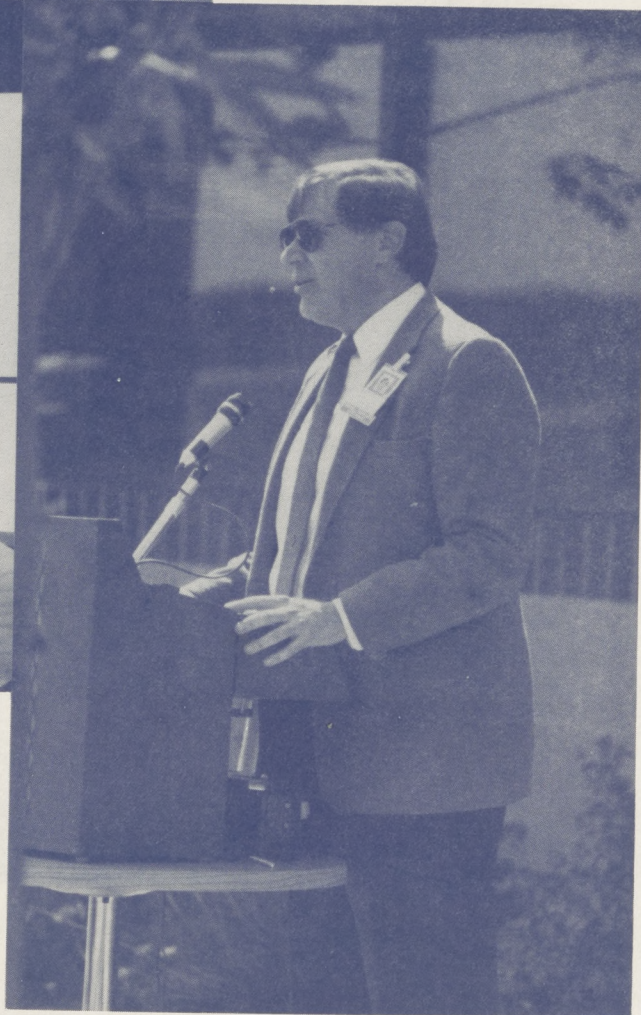


At left, Manager Sam Fabella (center) welcomes guests attending the dedication ceremony. Entering the tower is Cliff Moore, Executive Director, Los Angeles Department of Airports. Directly behind Sam is Logistics Division Manager Lloyd Golden followed by Systems Performance Branch Manager Charlie Aalfs and Ontario Airport Manager Michael DiGiralamo (holding scissors used for ribbon-cutting ceremony).



Above, Ontario Tower Controller Ron Schilling explains radar procedures to touring guests.

At right, Airport Manager Michael DiGiralamo welcomes guests to the Ontario International Airport.



Ontario Airway Facilities Supports Tower Cutover

The days leading up to the new Ontario Tower switch over were filled with concern, extra planning and coordination. Given the volume and complexity of tasks associated with cutover, the possibility of technical difficulties causing delays was real. It was obvious the project would require a special commitment; as cutover neared a point of no return. Anything short of completion would mean an interruption of service of unknown duration.

The time leading up to the night of cutover facilitated a most impressive team effort. The crew moved equipment after equipment, solved problem after problem. The concern was no longer the "point of no return," but rather, if all equipment would be in place, operational and certified by midnight. It was not only ready, but was completed and available to air traffic two hours ahead of schedule.

Shortly after midnight, the first communication between air traffic at the new tower and a pilot occurred, marking the beginning of operations at the new tower. A special feeling of accomplishment and satisfaction swept over the group in the tower cab as frequencies were transferred from the old to new tower, ending with Air Traffic Manager, Sam Fabela transmitting from the old tower, "Ontario Tower South, you've got it!"

The cutover witnessed a degree of cooperation between Air Traffic and Airway Facilities; as well as Denro, Telco and Ontario Department of Airports. All who participated in this successful project put in long hours with little or no breaks. Many enjoyed dinner at work, provided by thoughtful wives. This was a nice touch, definitely appreciated by those who couldn't pull themselves away long enough to go out for dinner.

Many examples of work above and beyond the call of duty include: technicians from Ontario Environmental AF Sector Field Office standing watch in the new Tower reporting weather data hourly to

the old tower and monitoring operations so other tasks were uninterrupted; many technicians from the three Ontario field offices and F&E working late at night while displaying enthusiasm and commitment; technicians using all the skills and creativity they could muster to ensure proper operation at the moment of cutover; and extra coordination efforts by all on FM and VHF transceivers, mobile radios and telephones.

For their support and outstanding efforts, the following AF personnel received on-the-spot awards: Dean Dowell, Richard Zautner, Richard Bates, Ted Mills, Gerald Rossow, Richard Resendez, John Ennis, Robert Fletcher, Leroy Dickerson, Henry Chacono, James Neal, Donald Lugo, Brad Tracy, Gregory Krasieski, and Richard Bischoff.

Belt Tightening Ordered

Effective Nov. 20, FAA and all other Federal agencies became subject to the Gramm-Rudman-Hollings sequester order. Although the final FY 1988 appropriations levels have yet to be determined, FAA is cutting back spending to approximately three percent below that for FY 1987.

The agency action freezes all hiring except for air traffic controllers and those who were given firm commitments as of Nov. 20. It also cancels all conferences and meetings through December that involve travel.

In addition, only travel essential for the operational safety mission will be authorized, and all PCS (permanent change of station) actions except those necessary to fill critical operational vacancies will be deferred through December.

Other actions include limitations on overtime and procurements. Training at the Center for Management Development and all technical training will continue.

San Diego AF Sector Honors 325 Years of Service

Recently the San Diego Airway Facilities Sector presented career service emblems representing 325 years of service. Those recognized and honored were: 15 years--Kim Holden, 25 years--Larry Hanson, Robert Kataoka, Harry Kanarr, Don Millward and Walter Sedlik; 30 years--Edward Owens, Jack Fidler, Henry Harris, Clarence Hanner and Leroy Dickerson; 35 years--Theodore Miller.

Photos: Top--Some of the folks earning career emblems include Kim Holden (right) receiving his 15-year service pin from Matt King.

Next--Robert Katalia with 25 years of service (right) is awarded his pin from Russ Teske.

Below left--With 25 years of service, Don Millward (right) receives congratulations from John Scott.

Below right--Sector Manager John Tompkins, right, presents Jack Fidler with his 30-year career service emblem.



In Memoriam

Jim King

We are saddened to report the sudden death of Jim King, husband of recent Logistics Division retiree Loraine King. Jim was killed in an automobile accident on November 27.

Condolences may be sent to Loraine at 34630 North 165th Street East, Llano, Calif. 93544.

Our sincere condolences to Loraine and her family.

News In Brief

* FAA is proposing changes in the rules governing the certification of foreign repair stations so U.S. airlines will have an easier time getting their aircraft repaired outside the U.S. of A. The agency's notice of proposed rule-making (NPRM) also would increase the scope of work foreign repair stations are allowed to perform. Another change would free foreign aircraft manufacturers to do more work on the planes they make and sell to U.S. airlines.

* In another regulatory action, the agency is working on a NPRM that would require an air carrier to surrender its operating certificate if it stops flying for any reason for more than 30 days. Deputy Associate Administrator for Aviation Standards John Kern told a congressional hearing on Nov. 17 that the agency also is considering whether to suspend a carrier's safety approval at the same time DOT cancels its economic authority. Kern did not give a target date for issuing the NPRM.

* FAA has published an Advisory Circular (AC 121-29) to help airlines with the implementation of new carry-on baggage rules that become effective Jan. 1, 1988. Included in the AC is a model air carrier carry-on baggage program that the agency said would be "one method, but not the only method, of complying with pertinent regulations." The model program would permit three carry-on items with additional limitations when load factors exceed a range of 70-80 percent.

Piedmont Buys TCAS II

Piedmont Airlines is the first U.S. air carrier to announce a program for equipping its fleet with the Traffic Alert and Collision Avoidance System (TCAS II).

Piedmont announced Nov. 19 that it was buying 81 TCAS units and plans to complete installation in its fleet of Boeing 737-300 and 737-400 by the end of 1991. The equipment is being provided by Allied-Signal Aerospace Company's Bendix/King Air Transport Avionics Division. The contract includes options for additional TCAS units.

FAA issued a notice of proposed rule-making in August that would require TCAS II installation in all commercial turbine-powered aircraft. Part 121 operators of large aircraft would be required to have the equipment within three years of the effective date of the final rule. Part 135 commuters and air taxis would have four years to put the equipment in their turbine-powered aircraft with 20 or more seats.

Piedmont has worked closely with FAA for several years on the development of TCAS II and currently has a prototype system in one of its jets for evaluation.

Brayer Honored With Double HQ Awards

Barry Brayer of the Regional Planning and International Aviation Staff received two awards recently for his efforts while in the Airway Facilities Division. Barry was presented a Special Achievement Award by the Program Engineering and Maintenance Service based on his efforts to redefine the role of logistics support in all of the Agency's Airway Facilities Sectors. He was subsequently honored with the Acquisition and Material Service Award for "Outstanding Performance and Assistance provided in developing the FAA Field Logistics Management Program."

FAA Overhauls Airport Certification Rules

The agency has completed a major revision of the Part 139 regulations governing airport certification to improve compliance with safety standards and aid in their enforcement.

Under the revised rules, airport operations will retain responsibility for the overall safety of fueling operations, but airport tenants will get the job of monitoring quality control to guard against such things as fuel contamination and misfueling. In the area of fire-fighting and rescue vehicles, the agency will continue to set minimum standards for all commercial airports, rejecting a proposal that it determine equipment requirements at smaller airports on a case-by-case basis.

In addition, the revised rules add a new requirement for on-duty firefighters who are trained in emergency medical care and mandate full-scale demonstrations of an airport's emergency plan every three years. They also require airport operators in snow belts to have a written snow and ice control plan.

Staffers Get "Well Done"

The Dallas/Ft.Worth tower has come up with a new way to honor controllers whose professional on-the-job conduct has contributed to flight safety.

It's called the "Well Done" award, and the winners get the respect of their supervisors and co-workers, as well as a congratulatory letter from the boss, a hat, and a tee shirt. The program was started by tower manager Norm Scroggins in September to honor controllers who go a bit beyond their job descriptions.

The first seven winners were Ricky Gunn, Dennis Ball, Gregory Hood, Robert Lignelli, Lawrence Allen, George Burd and Fred Hochreiter. They were honored for achievements ranging from alerting a pilot about to land on a wrong runway to catching and correcting an operational error.

Mode C Required In All TCAs

A new FAA rule requiring aircraft to carry a Mode C, altitude-reporting transponder in 14 additional terminal control areas (TCAs) nationwide went into effect on Dec. 1.

The agency action will result in the standardization of equipment requirements for flight operations in the nation's 23 designated TCAs. FAA already mandates the use of Mode C transponders in the nine largest TCAs.

The new rule is part of a comprehensive agency program to increase the level of protection at the nation's airports against midair and near midair collisions. For example, the agency recently announced plans to establish nine new TCAs which would push the total to 32. It also has a notice of proposed rule-making outstanding that would require aircraft to carry Mode C transponders for all flights within 30 miles of TCA airport.

The 14 TCAs affected by the new rule are Cleveland, Denver, Detroit, Honolulu, Kansas City, Houston Intercontinental, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis and San Diego.

Vince Mellone To Retire

An offer he couldn't refuse... Can you believe it? Vince Mellone--Air Traffic Manager at Oakland Center and self-appointed "Godfather" of Air Traffic--has announced his retirement effective January 2, 1988.

A celebration in his honor is scheduled for Saturday, January 30, at the Hilton Hotel, Newark, Calif. beginning at 7 p.m. The event will feature a dinner and serious conversation to roast Vince.

For further information, contact Michael Jenjo Jr. at 415/797-3200, X469.

SECURITY AWARENESS

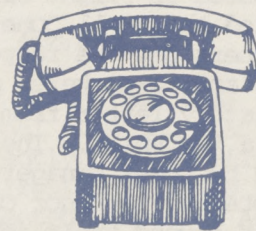
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