

**DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
SAN DIEGO AUTOMATED FLIGHT SERVICE STATION  
MONTGOMERY FIELD AIRPORT**



**COMMISSIONED JULY 6, 1987**

**DEDICATED DECEMBER 8, 1987**



**AUTOMATED FLIGHT SERVICE STATION  
MONTGOMERY FIELD AIRPORT  
SAN DIEGO, CALIFORNIA**

The Federal Aviation Administration (FAA) Automated Flight Service Station (AFSS) at Montgomery Field Airport measures 8100 square feet and was built at a cost of approximately \$1 million by James N. Routh, Developer.

The new AFSS houses the latest available computer and communications equipment and is operated and maintained by 40 Flight Service Station personnel and 15 Airway Facilities personnel.

The San Diego AFSS is one of 61 planned facilities throughout the nation, of which there are five operational in the FAA Western-Pacific Region at the present time. (Hawthorne, Riverside, and San Diego in California; Reno, Nevada and Prescott, Arizona.) San Diego AFSS area of responsibility includes San Diego and Imperial counties, an estimated 60 public airports, including San Diego Lindbergh, Montgomery, Gillespie, Palomar and Brown Field. The new AFSS will handle approximately 500,000 operations by 1990.

**AIR TRAFFIC  
THE FAA FLIGHT SERVICE  
at  
San Diego Lindbergh Field**

At exactly 10:00 p.m. on July 6, 1987, a chapter in the annals of the FAA's old Flight Service Station at Lindbergh Field officially came to an end.

At that time the Lindbergh facility was officially closed and services began at the new San Diego AFSS at Montgomery Field. The old facility at 2980 Pacific Highway was commissioned on July 1, 1969. Prior to that time, the facility was located in the area where Jim's Air is now located. The new AFSS will continue to give the same dedicated service with a truly "modern" touch to facility users.

***On Duty at Old FSS at Closing***

Armando Martinez  
Claude Genest  
Hank Durham

***On Duty at Commissioning of the New San Diego AFSS***

***Air Traffic***

Bob Reeder	Ron Kessock
John Carroll	Norine Kusumoto
Claude Cole	John Moskop
Gary Gentry	Tom Wittman
Joel Gregg	Reece Cameron

***Airway Facilities***

Lynn Ortuno  
Fred Stubbe

## **Air Traffic**

Air Traffic personnel are responsible to the pilot for a safe flight in terms of weather, NAVAIDS, and airport conditions. The air traffic personnel assigned to the San Diego Automated Flight Service Station are:

Erwin F. Stanicek, Air Traffic Manager  
Robert L. Kingery, Ass't Air Traffic Manager  
Barbara Anderson-Smith, Secretary

Quality Assurance/Training Specialist  
Reece Cameron

Plans & Procedures Specialist  
Norine Kusumoto

Training Specialist  
Gary Prock

Area Supervisors  
George Geringer  
Richard Leary  
Robert Reeder  
J. Elizebeth Turner

### Flight Service Specialists

Norman Baldwin  
Laura Benford  
Barry Berkeley  
Merlin Boutwell  
Ronald Calahate  
John Carroll  
Faye Christian  
Claude Cole  
Joseph Coords  
Henry Durham  
Richard Edmonds  
Carmen Ember  
Dennis Floyd  
Claude Genest  
Gary Gentry

Johnny Grayson  
Joel Gregg  
Earl Jensen  
Ronald Kessock  
James Lamb  
Benjamin La Torre  
June Libby  
Armando Martinez  
James Mendenhall  
John Moskop  
Sharon Perry  
Charles Shoaf  
Russell Valentine  
William Westin  
Thomas Wittman

## The Air Traffic Staff



Erwin F. Stanicek  
Air Traffic Manager



Robert L. Kingery  
Assistant Air Traffic Manager



Reece Cameron  
Quality Assurance/Training Specialist



Norine Kusumoto  
Plans/Procedures Specialist



Gary Prock  
Training Specialist



Barbara Anderson-Smith  
Clerical Assistant

## The Air Traffic Staff



Robert Reeder  
Area Supervisor



George Geringer  
Area Supervisor



J. Elizabeth Turner  
Area Supervisor



Richard S. Leary  
Area Supervisor



Claude Cole, John Carroll  
ATCS

## The Air Traffic Staff



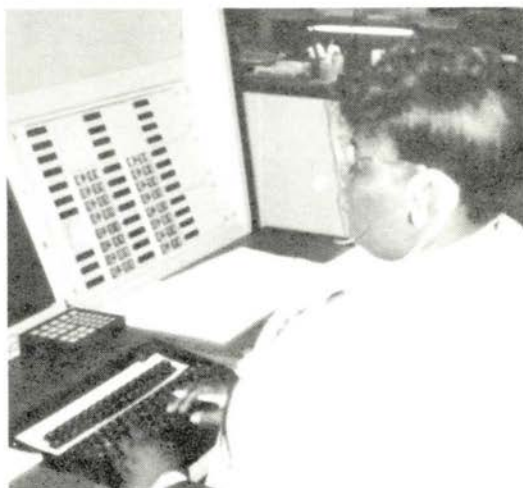
Sharon Perry  
ATCS



Jim Mendenhall, Earl Jensen  
ATCS



Ron Calahate, Joseph Coords  
ATCS



Laura Benford  
ATCS

## The Air Traffic Staff



Jim Lamb  
ATCS



Johnny Grayson  
ATCS



Ron Kessock (foreground)  
ATCS



Norman Baldwin  
ATCS



Claude Genest  
ATCS



Charles Shoaf  
ATCS



## The Air Traffic Staff



Bill Westin  
ATCS



John Moskop  
ATCS



(foreground) Barry Berkeley, Ben LaTorre  
ATCS



(foreground) Dick Edmonds  
ATCS



Tom Wittman  
ATCS



Carmen Ember  
ATCS

## The Air Traffic Staff



Armando Martinez  
ATCS



Hank Durham  
ATCS



L. Faye Christian  
ATCS



Russel Valentine  
ATCS



Merlin Boutwell  
ATCS



Dennis Floyd, ATCS

## The Air Traffic Staff



Joel Gregg, ATCS



June Libby, ATCS



Gary Gentry, ATCS

## **Airway Facilities**

Airway facilities is that essential segment of the FAA organization whose programs are dedicated to ensuring that air traffic control, air navigational and aeronautical communications systems of the National Aerospace System function continuously at acceptable levels of performance. It also ensures that maintenance of these systems and associated environmental equipment are efficient, economical and responsive, not only to operational needs, but also to the requirements of aviation safety and the national defense.

The Airway Facilities Sector Field Office (SFO) personnel at Montgomery maintain the sophisticated electronic equipment at the Automated Flight Service Station (AFSS) and most of the remote equipment that provides information to the AFSS. This equipment includes the Integrated Communicators Switching System (ICSS), the Flight Service Data Processing System (FSDPS), communications multi-channel recording equipment, two Direction Finders (DF), nine channels of communications frequencies, six VORTAC's and a 125 KVA engine generator. This AFSS equipment is the latest in technological advancements and efficiency.

In addition to the AFSS, the SFO personnel from Montgomery maintain 92 navigational/communications facilities, and their associated environmental equipment, in the area.

### **Airway Facilities**

John Tompkins, Manager, Sector Office  
Fred Stubbe, Manager N/C Sector Field Office  
Matt King, Manager, ESU Sector Field Office

### **Electronics Technicians**

Howard Dierking	Lynn Ortuno
Joan Iorg	Charlie Palmer
Walt Kaechele	Beryl Roscom
Doug Northington	

### **Environmental Support Technicians**

Kim Holden	Winston Sloan
Dan Berry	Jose Perez
Russ Milhausen	Bill Hopkins

## Airway Facilities Staff



John Tompkins  
Sector Manager



Fred Stubbe, Manager,  
N/C Sector Field Office



Matt King, Manager,  
ESU Sector Field Office



Beryl Roscom, ET



Lynn Ortuno, ET



Charles Palmer, ET

## Airway Facilities Staff



Joan Iorg, ET



Kim Holden, EST



Doug Northington, ET



Russ Milhausen, EST



Jose Perez, EST



Walt Kaechele, ET



Dan Berry, EST



Winston Sloan, EST



Howard Dierking, ET

Bill Hopkins, EST (Not Pictured)

## **A BRIEF HISTORY**

### **The Automated Flight Service Station**

For more than two decades, the Federal Aviation Administration (FAA) has recognized the need to modernize the Flight Service Station (FSS) system. The locations of FAA's 300 or more FSS's were based on historically significant routes which no longer conformed to current patterns of general aviation. This caused widespread disparities to develop in individual stations relative to size and productivity. Additionally, the current modes of operation and technology dated back to the early 50's, and as a result, facilities had an increasing difficulty in keeping up with a backlog of telephone calls on hold, while the FSS Specialist, preoccupied with hand processing routine data, could not take time to provide tailor-made briefings required in today's complex flying environment.

### **The Test Program**

In the early 1970s, FAA, in order to test various types of equipment and consolidation process, established three test sites located in the Air Route Traffic Control Centers at Atlanta, Georgia; Indianapolis, Indiana; and Leesburg, Virginia. The Aviation Weather and NOTAM System (AWANS) was tested at Leesburg. Analyses of these systems provided major input to the Automation System being developed, as well as demonstrating the feasibility of consolidating smaller FSS's into Hubs. At Leesburg, the Washington, Richmond, and Charlottesville FSS's were consolidated into a major FSS facility which, for more than a decade, has demonstrated the productivity savings associated with consolidation.

### **FAA's New Direction**

As a result, the FAA devised a systems approach to meet the needs of general aviation pilots at less cost to the taxpayer. To implement this system, FAA will consolidate the nation's FSS's into 61 Automated Flight Service Stations (AFSSs) through the investment of almost \$500 million, which by 1995 could save the taxpayer \$1.5 billion in the long run.



*San Diego  
Flight Service Station*