

RADON P. ~~28~~ 8

g 3/92

DEBBIE'S CARIBOU

Debbie Moak, ET relief from South Alaska Sector, worked for 5 months with **Anne Holladay**, ET at Cold Bay Sector Field Office Unit. One of the few week-ends when they both were off duty, **Anne** took **Debbie** on her first caribou hunt and later presented her a tongue-in-cheek essay as a special souvenir of the hunt.



U.S. DEPARTMENT OF
TRANSPORTATION

FEDERAL AVIATION
ADMINISTRATION

April 1991 #91-05

Alaskan Region



Intercom

EVALUATION OF PRE-HIRE ATC PROGRAMS

Four colleges have been selected for further evaluation of their Pre-Hire Air Traffic Control Programs. The evaluations are being conducted by representatives from the Higher Education and Advanced Technology Staff, AHT-30; Personnel Programs Division, AHT-200; Air Traffic Technical Training Division, ATZ-100; and the Chicago Center. These schools are currently operating ATC programs without any financial assistance from FAA. Students who graduate from schools selected to participate in the ATC Pre-Hire Program will bypass the Academy and go directly into FAA facility training. The schools being evaluated are: University of Alaska, Mt. San Antonio College, University of North Dakota, and Embry-Riddle University.

NATIONAL BLACK HISTORY MONTH, 1991



A special observance program was held on February 25, 1991, in the AFOB Executive Cafeteria. **Mrs. Helen Swindell**, guest speaker, spoke to this year's theme, "Educating America: Black Universities and Colleges - Strengths and Crises." There was good support from managers, supervisors, and employees.

Additional pictures on page 3.

GOLF CLASSIC

It's 6 a.m. on a frosty March morning in Nome, and **Eliot Staples** and his Nome station colleagues are out on the frozen Bering Sea preparing a golf course of astroturf and sand for the Bering Sea Golf Classic.

This unusual event is **Staples'** brainchild and a fundraiser for the Nome Lions Club scholarship fund. "It's a real money-maker," says **Staples**, an electronics technician for FAA in Nome.

Golfers pay \$50 each to tee off on the sea ice while waiting for dog teams in the Iditarod Sled Dog Race to come in to Nome, the end of the race. That's one of the reasons why **Staples** started the event.

"A lot of people come to town for the race and are looking for something to do during the waiting periods. A group of us decided this could be a fun way to pass the time and raise badly needed scholarship funds."

Other FAA employees including **Joel Henkleman, Mike Peterson, Rick Griffith, Jim Tennant, Geary Andrews, Russ Swanson, Donald Copeland,** and **Larry Opdycke** pitch in to roll the turf, spread sand, and act as officials.

"When folks go to bed at night there is only white ice and by 10 a.m. on Sunday we have a

six-hole course." Since only about 70 players can make it through the course during Nome's short daylight, other events have been added such as an indoor putting contest, which bring in extra dollars.

Sponsored by Miller Brewing Company, originally, the golf classic is attracting other sponsors such as Alaska Commercial and Maxwell House Coffee and celebrity players such as former governor, Bill Sheffield. This makes it possible for the Nome Lions to grant several \$1,500 scholarships to freshmen college students.

"This year we hope to expand the program to returning sophomores," says **Staples**.



Intercom

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INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed. The submission deadline is the first Friday of each month.

If you have questions, suggestions, or complaints, please call the Editor at 271-5169.

Missing Bits of History...

The Public Affairs Office file of back issues of *INTERCOM* is lacking the years 1972 through 1975. Also missing are the years prior to 1967. We would like very much to have a complete historical file. Can you help fill in the gaps? If you have any old *INTERCOMs* from those years that you would be willing to donate, we would be very grateful to receive them.

BLACK HISTORY MONTH CELEBRATION



Linda Kellen, AAL-451a, sang
"Swing Low, Sweet Chariot."



(Left to right) **Helen Swindell**, Director of Client Services, STAR; **Donald T. Keil, Jr.**, Deputy Regional Administrator
Jessie Barksdale, Acting Civil Rights Officer.

LETTER OF APPRECIATION



ATCS **Daniel Hart**, Ketchikan FSS, received a letter of appreciation from Area Supervisor **Roger D. McDonald** for designing and building a new red oak strip board for use at the Airport Advisory position at Ketchikan FSS.

Ketchikan Flight Service has one of the busiest inflight positions in the country. This inflight position serves only aircraft in approximately a 7-mile radius of Ketchikan International Airport by providing Airport Advisory service and traffic advisories to aircraft operating off the Tongass Narrows. The airspace in the Tongass Narrows and Ketchikan Airport area is very restricted because of rapidly rising terrain on each side of the Narrows and frequent low ceilings. Extra vigilance from both pilots and flight service specialists is necessary to ensure safe flight operations.

The new strip board, which **Hart** designed and built at his own time and expense, will enhance the efficiency and accuracy of the services the FSS provides.

WHAT'S HAPPENING IN 1991

by Jean Pershall, AAL-16B

FEHB

Open Season changes went into effect January 13, 1991; new rates for FEHB coverage also became effective on that date. You should have seen the 1991 rates deducted from your pay already. If you made a change during the Open Season and do not see it reflected on your Statement of Earnings and Leave, please contact **Jean Pershall** at 271-5804 as soon as possible.

W-2 Forms

You should have received yours by now. If you have not received your W-2, you should have your timekeeper call the Alaskan Region Payroll office to request a duplicate. If you have moved since your last W-2 was issued, you probably need to submit an address correction on form FAA 2730-18 to the Alaskan Region Payroll Office (AAC-24).

Thrift Savings Plan (TSP)

All TSP changes or enrollments have been processed. Changes received before January 12, 1991, were effective January 13, 1991. Changes received before January 26, 1991, were effective January 27, 1991. Changes received by close of business January 31, 1991, were effective February 10, 1991.

Please check your Statement of Earnings and Leave to be sure your TSP contributions are being withheld and distributed among the G, F, and C funds as

you requested. If you have questions or your Statement of Earnings and Leave does not reflect correct information, please call **Jean Pershall** at 271-5804.

Federal Employees' Group Life Insurance (FEGLI)

Remember that if you had your 35, 40, 45, 50, 55, or 60th birthday during 1990 your FEGLI optional (additional \$10,000, multiples of your salary, or family coverage) premiums increased during the first pay period of the new year. The premium for the basic FEGLI

coverage (Base pay rounded up to the next thousand, plus two thousand dollars) remains at \$0.185 per thousand per pay period.

CSRS Retiree COLA

Retirees who retired under the Civil Service Retirement System (CSRS) received 5.4 percent cost-of-living (COLA) adjustment in their January 1991 annuity check. If they had been retired only a part of the year, they received a pro-rated COLA adjustment for the number of months they were retired in 1990.

NOTE OF THANKS

Early in January, retiree **Carl Simianer** had a liver transplant at the Latter Day Saints Hospital in Salt Lake City. **Carl** recently called the *INTERCOM* editor and asked that we print the following:

"I want to express my appreciation to all my friends who helped in any way — those who gave blood donations, financial donations, prayers, or thoughts.

"There is no treasure in the world more precious than life. I got an extension of life through a liver transplant, and I am most grateful to friends for their help and support."

Carl's doctors say that he is doing as well or better than any other liver transplant patient. He is being monitored very closely, and says that "so far everything is right in the groove."

FEA AWARDS FOR CHILD CARE PROJECT

An FEA awards ceremony was held on February 21, 1991, during which a number of individuals from several agencies were recognized for their efforts and cooperation in regards to the child care project. The ceremony was held in the auditorium of the Anchorage Museum of History and Art and was a real success.



"Way to Go!" awards were presented to Bureau of Land Management employees **Dot Tideman, Anne Barnes, and Susan Diprete** by FAA Regional Administrator **Ted Beckloff** for their special efforts on behalf of the child care project. They are the first people outside of the Department of Transportation to be given the Way to Go award.



FAA employees who received recognition for their work in regard to the child care project. (Left to right) Front row: **Marge Cholometes, Mary Lou D. Wojtalik, Don Keil, Jr.** Second row: **Susan Diprete, Ivy Moore, Chris Novosad.** Third row: **Ted Beckloff, Grace Davis-Nerney, "Sis" Hill, Alice Salzman.** Back row: **Carol Marvel, Molly Jolly, Chuck Moody, Jeanette Marshall, Art Lenseth, Paul Wegrzyn, Lonnie Brewington, Jim Hughes.**

SPACE HAPPENINGS

by Vicki Suboski, AAL-56

In September 1989, DOT approved our project document for an additional 21,000 square feet of office and special space. GSA indicated that they would accommodate our needs in the Anchorage Federal Office Building (AFOB). In order to do this, GSA must first relocate other agencies to space outside the AFOB and shuffle those that remain in the building. Both FAA and the court system are expanding. Our latest information from GSA is that the Coast Guard, as well as NOAA, will vacate the AFOB and BLM will move to their space.

By September 1991, FAA in the AFOB will acquire approximately 7,000 square feet of office space in Module 3C (the area where BLM is now). This is only a portion (about 1/3) of the space requested in our approved 1989 project document. An additional 4,000 square feet of office space will be available in FY-92, on the second floor (between the offices of Congressman Young and Senator Stevens). The remaining 10,000 square feet will be assigned within the next 5 years.

Plans to occupy Module 3C at the earliest possible date are in progress. A recommended block layout will be presented to space coordinators by April 1. In order to utilize space as it becomes available, it is necessary to break the plan into phases:

PHASE I - Recommended block layout, showing division adjacencies and their approximate

boundaries is developed. Major objectives of this phase are:

Move a branch of AF out of Module 3D to allow AF and AT to expand.

Expand AAL-200.

Expand AAL-700.

PHASE 11- Second-floor space (4,000 square feet) will allow for a portion of the special space requirements as well as the remainder of the office space to be incorporated in each division's area but may require reshuffling of those moved in Phase 1.

PHASE 111- Will include the remaining 10,000 square feet of special space. GSA now indicates they are hoping to justify construction of an FAA building to accommodate all of our needs.

Since we will not be able to satisfy all of our requirements during the first phase, personnel work space will be our top priority, along with re-instituting the conference rooms now being used for office space. Those offices with the most significant increases in personnel and the lowest present utilization rate will be our major concern; however, efforts will be made to place every employee in realistic, workable office space.

"Cold Bay has been the victim of an intense no-weather storm. The Coast Guard evacuated five victims from the general area. Starting on October 3rd the sky filled with azure blue, the days filled with sunshine, the nights filled with moonshine, the wind calmed and the forces of nature swept across the peninsula, centering on Cold Bay. Eight casualties were reported, three at Cold Bay, before the welcome relief of clouds, rain and wind reappeared on October 10th."

—Reprinted from the November 1959 issue of Mukluk Telegraph, a forerunner of the Alaskan Region INTERCOM.



SUPERIOR ACCOMPLISHMENT AWARDS



Jim Hughes (left), AAL-13B, is presented a Superior Accomplishment Award by Human Resource Division Manager **Grace Davis-Nerney** for his work in writing a manual for the TRIMATE system.



Carol Marvel (right), AAL-16M, receives a Superior Accomplishment Award from Human Resource Division Manager **Grace Davis-Nerney** for her work as Child Care Program Coordinator.

High-tech tower simulator debuts at dedication

A \$10 million computerized airport tower simulator, recently debuted at Oklahoma City's Aeronautical Center, promises to boost air traffic controller training.

Students of the January air traffic control screen class will be the first group to use the FAA Academy's new high-tech voice recognition computerized training tool. That opportunity will come in late April as the class moves through its training.

"Students learning in this simulator will learn more about real work situations, so they will be better equipped when they get into the field," said Bill Pollard, Associate Administrator for Air Traffic.

Pollard, H. C. (Mac) McClure,

Director of the Aeronautical Center, Bart Bartanowicz, Superintendent of the Academy, and David Settle, Supervisor of Terminal Instruction, grabbed a huge pair of scissors and ceremoniously cut a ribbon officially dedicating the simulator on January 25.

Bartanowicz said the new simulator "moves us into the next century with high resolution graphics and computer voice recognition technology. It is a great step forward."

In development for 3 years, the tower cab simulator features realistic situations in which students will learn to direct aircraft images moving along on a dome screen 210 degrees in azimuth and 60 degrees in elevation.

Students will talk to the aircraft images through microphones, and the images will respond through a voice recognition system. Settle said the simulator will force students to speak distinctly and to use proper phraseology.

The simulator promises to reduce on-the-job training time significantly while boosting competence and training uniformity. The first section of the FAA Academy's controller training complex—the new General Thomas P. Stafford Building costing \$5 million—is near completion and houses the two simulators.

The second phase of the building, which will cost \$18 million, is expected to be finished late this year.

GETTING A FIX ON RADON

The Environmental Protection Agency (EPA) recommends that you definitely fix your home if your radon test result is higher than 4 pico curies per liter (pci/L). Radon levels less than 4 pci/L still pose a risk.

Since there is no known safe level of radon exposure, there is always some risk, but it can be reduced by lowering the radon level in your home. Most radon levels can be reduced to 2 pci/L or less.

Sub-slab depressurization is one of the most widely used methods of reducing radon. It draws radon gas away from under and around the foundation before radon can enter the home.

The costs of making repairs to reduce radon will vary depending on how your home was built and the extent of the radon problem. In most cases, homes can be fixed for between \$500 and \$2,000.

While in some cases you can treat the problem yourself, you should always consider the use of a trained radon contractor. The EPA tests the contractors who fix radon problems. A contractor who has passed the EPA test will carry a special identification card. Check with your state radon office for names of qualified radon contractors in your area.

(continued on page 9)

KOTZEBUE/SOVIET JOINT VENTURE

Nikolay Selbakov is a pilot who hopes to have his own airline some day. That's a dream the Russian shares with many an Alaskan pilot and one that he may realize with the help of some Alaskan colleagues.

Selbakov, a pilot for Aeroflot, the Soviet Union's state-run airline, was issued a temporary certificate recently by Al Crook, manager of the Fairbanks Flight Standards District Office. The temporary certificate, issued under an agreement with the International Civil Aviation Organization to recognize foreign certification, allows him to fly for Baker Aviation of Kotzebue. The air taxi has recently obtained permission for international operations in the Soviet Union.

"This is his first step toward getting a U.S. certificate," says Crook, who reviewed Selbakov's ratings for single, multiengine, and turboprop aircraft. "He is working on his English and studying for the written test in order to get an unlimited certificate."

Eventually Selbakov, who is assisting Baker Aviation with development of a manual for its Soviet operations, hopes to start a commuter service in Providenya, which relies on air transportation as does Kotzebue. Currently there are no independent air taxi services, he says, only Aeroflot.

Selbakov has flown for Aeroflot for more than 10 years, making many cross-country flights from such places as Moscow to the Soviet Far East. He met Vic Olson of Baker Aviation last year on an exchange visit.

Vic Olson of Baker Aviation assists his Soviet friend and navigator, **Nikolay Selbakov**, with an application for U.S. certification to fly. The two are working on a joint venture in aviation.



Al Crook, Manager, FSDO-01 in Fairbanks, and Soviet pilot **Nikolay Selbakov**, who is applying for certification to fly in the U. S.



Getting a Fix on Radon (Con't).

Some methods work better in some homes than others. A contractor can help you pick the approach that is right for your home.

You should make sure the contractor you hire to fix your home makes a test to confirm the radon level in your home before beginning the job. The contractor should also test your home again after it is fixed. This will make sure that the system is working correctly.

Today some homes are being built with radon-resistant features. State and local governments may require these features to be included in all new homes. If you are considering purchasing a home, ask if the home has been tested for radon. If you are purchasing a new home, ask the builder if the home includes radon-resistant features.

REMEMBER — there are simple and economical ways of protecting your family from radon.

Test your home now to protect your family. Radon is the health hazard in your home that has a simple solution.

For more information contact your State radon office.

Ten Most Commonly Asked Questions About Radon.

Q. Where does radon come from? A. Radon is a naturally occurring gas that comes from the breakdown of uranium commonly found in soil.

Q. How does it enter my home? A. Radon comes up through the soil and rocks surrounding your house. Then it can seep through dirt floors, cracks in concrete walls and floors, floor drains, sump pumps, joints and hollow-block walls.

Q. Why haven't I heard of the radon danger until recently? A. Radon has always existed. However, it wasn't until 1985 that dangerous radon levels were found inside homes across the U.S.

Q. What are the health risks? A. Radon can cause lung cancer. It is the second leading cause of lung cancer.

Q. How do I know if I have radon in my home? A. By testing with an easy-to-use, inexpensive test kit as soon as possible.

Q. If I have a radon problem can it be corrected? A. Yes. Homes with radon can be readily fixed by homeowners and contractors. State radon offices can recommend qualified contractors.

Q. Will my neighbors' radon measurement indicate whether or not I have a radon problem? A. No. Radon levels vary from house to house. The only way to know if you have a radon problem is to test.

Q. How can I get a reliable radon test kit? A. Kits can be purchased for about \$20 through the mail or from your hardware store or other retail outlets. Look for a test kit from a company that is State or EPA approved.

(continued on page 10)

MOVING TO DIVERSITY

More than 90 FAA managers from across the country are scheduled to attend special two and a half day seminars focusing on work force diversity.

Sponsored by the new DOT Office of Work Force Diversity, the first seminar was held in Annapolis in mid-March.

Eight more are planned through mid-September at various locations to spell out managers' roles and help them recruit, retain, and manage a diverse work force.



Daylight savings time (DST) is scheduled to begin at 2 a.m. on Sunday, April 7, 1991, and will remain in effect until the last Sunday in October.

Remember: **SPRING AHEAD, FALL BACK.** So set your clocks and watches ahead one hour on April 7.



Soviet exchange controllers **Alexander Simheminkin** (left) and **Vladimir Ivanov** at Anchorage International Airport.

Ten **Most Commonly Asked Questions** About Radon (Con't).

Q. I'm interested in the improved accuracy of a long-term test, but I don't want to wait a year for my results. What can I do? A. The average of two short-term tests taken at the same time on different floors of your home can provide a somewhat more accurate estimate of your exposure than a single short-term test.

Q. Has my furniture been contaminated by this radioactive gas? A. No. Radon only poses a problem when it is inhaled by people.

For further information on any of the above items, call **Marge Cholometes**, Relocation Service Coordinator, AAL-16C, at 271-5803.

SOVIET/AMERICAN AIR TRAFFIC CONTROLLER EXCHANGE

The Federal Aviation Administration (FAA) and the Soviet Ministry of Civil Aviation (MCA) have inaugurated an exchange program involving air traffic controllers. The objective of the program is to instruct and familiarize counterpart personnel from the FAA and MCA in the methods, procedures, techniques, and equipment used to provide air traffic control services, particularly in relation to the new air routes that are being opened between Alaska and the Soviet Far East.

The first controller exchange occurred January 18 through February 4 when two senior controllers from MCA's Anadyr Area Control Center (ACC) spent two weeks in the FAA's Air Route Traffic Control Center (ARTCC) in Anchorage.

The first two FAA controllers, who were selected from the staff at Anchorage ARTCC, spent March 7-17 in the Soviet Union where they participated in training and familiarization tours to Anadyr, Magadan, and Providenya.

This program is expected to enhance safety and efficiency of international aviation as well as to improve oceanic procedures, interphone coordination, controller techniques, and English fluency on the part of the Soviet controllers.

Henry Elias, Manager of the Air Traffic Division, commented that he is very pleased and proud of this major international achievement and this new era of aviation cooperation between the two countries. Negotiations had been in progress since 1989, including several meetings between FAA and MCA representatives in both the Soviet Union and the United States. In October 1990, formal ceremonies took place in both Anchorage ARTCC and Anadyr ACC to recognize the efforts of both FAA and MCA employees who participated in this effort.

Regional Administrator Ted Beckloff, Jr., stated, "We are proud to be the leaders in this venture that will make a worldwide impact upon the aviation industry as it continues to bring economic, cultural, social, political, and peaceful exchanges among the many nations of the world."

A total of nine controller exchanges are planned during 1991, involving 18 Soviet controllers and a similar number of FAA controllers.



Anchorage Center controllers **Bob Watkins** (left) and **Mark Anderson** (center) join hands with ZAN ARTCC Manager **Joe Woodford** as they plan for their trip as the first American controllers in the exchange.

AWARDS, FY 91

On-the-Spot

Katherine S. Arehart
Frank Austin
Leslie R. Boehler
William A. Chase
Allen J. Dubord
Arthur Hern
Benjamin J. Lecorchick
Engracia Limon
Patricia A. Lucero
Edward G. Markle
Eben W. Olrun
Russell H. Swanson
Ray L. Anderson
John O. Young
Marian C. Courtney
Rexel S. L. Young
Charles Ben Fish
Thomas V. Sherhart
Robert M. Price
James D. Walcutt
Marian L. Pound
Dorothea McIntosh
David M. Johnson
Robert W. Yerkes
David W. Hainline
Layne T. Shaw
Robert E. Arnold
Brenda L. Koch
Rita R. Pendleton
Carl W. Deboard
Kevin S. Brandon
Bruce R. Walker
James L. Krause
Laurel S. Lampard
John C. Harris
James M. Call
Timothy D. Baribeau
William H. Moody
Courtney S. Prisk
Donald L. Graber
James A. Burton
Robert C. Durand
Charles A. Monico
Carmen L. Burber
Lucinda H. Kinard
John W. VanAlstine
William H. Hayes

Superior Accomplishment Group Awards

Bruce E. Ayer
Glenn F. Baker
Michael Bavers
Marilyn J. Bjurstrom
Cynthia S. Brenton
David W. Campbell
Linda D. Craig
Edwin H. Dorsey
Robert W. Drewes
Verna H. Dummann
Karl W. Elwood
Gerald R. Flavel
Paul E. Goodrich
Mark A. LaChapelle
Jeffrey F. Lakshas
Joseph P. Martin, Jr.
R. Lee McCaw
Tony D. Moulton
Robert O. Mowery
Michael D. Orkiszewski
Gary J. Paterna
Marshall G. Severson
Clara B. Steiner
Lloyd M. Thunstrom
Jackie L. Tomlinson
Robert D. Turner
James D. Walcutt
Mary J. Wilson

James M. Miller
Marilyn I. Christiansen
James W. Cook
Daniel H. Cabrera
Homer E. Hoogendorn
Jay P. Langton
Michael D. Crain

Larry B. Stanton
Elizabeth M. Krupa
Don M. King
Duane J. Hickey
George A. Garcia
Robert L. Atkins

Gerald C. Paterson
Stephen Smith
Wendell Williams
Robert Bilak
John Copenhaver
James Call
Spencer Hill

James G. Pooley
Margarie M. Cholometes
Marilyn L. Jolly

Courtney S. Prisk
Jeffrey C. Barnes
Donald L. Graber

Superior Accomplishment Award

David Champion
Richard A. Ericson
Velma Teutsch
John A. Wilber
John M. White
William Wuttke
David P. Belanger
Daniel J. Vandermeer
Lucinda H. Kinard
Jolene A. Lombardo
Karen S. Metz
James H. Schave
Grace E. Davis-Nerney
Jesse R. Farnsworth
John T. Lovett
Patricia A. Sullivan
Howard L. Smith
Carol C. Wilson
Ellis R. McElroy
James S. Perham
David M. Johnson
Carla L. Follett
Charlene L. Derossett
Ethel M. Hoffman
Mark G. Anderson
John G. Isgrigg
Ruth E. Gillespie
Eltis I. Carter
Gerald C. Paterson
Alice L. Salzman

DOT Secretary's Award for Valor

Manfred F. Keller

Letters of Commendation

Tonya S. Riley
Beverly Sinnott-Maynard
Cecelia L. Wilkins

ON-THE-SPOT AWARDS

Nancy Green, AAL-421G, received an On-the-Spot Award for her recent efforts in the absence of the primary Program Analyst who was on detail to AAL-41.

Gary Szmyd and **Susie Walkowicz-Haines**, ZAN AFS, received On-the-Spot Awards from their supervisor, **Bob Blake**, SET Terminal Radar Unit, for completing a modification on the ICSS without interruption of service or impacting the Air Traffic Control Tower.



ATCS **John Bernard** (left), Kenai ATCT, received an On-the-Spot award for his quick action in warning a pilot and averting a gear-up landing. The award was presented by Kenai ATCT Air Traffic Manager **Bob Bevan**.



SERVICE RECOGNITION

35 Years



Vern Dannewitz (right), Automation Specialist at ANC ATCT, accepts his 35-year pin from Regional Administrator **Ted Beckloff**.



Jim Titus (right), AAL-512.3, receives his 35-year pin from Regional Administrator **Ted Beckloff**.

25 Years



Rex Boyette (right), Maintenance Control Center Specialist, NA AFS, receives his 25-year pin from **Fred Jack**, Assistant Sector Manager, NA AFS.



Mike Scalf (right), is presented his 25-year service pin by **Henry Elias**, Manager, Air Traffic Division.



Phil Evans (left), Principal Operations Inspector at FSDO-01, receives his 25-year pin from **B. C. Berns**, Operations Unit Supervisor, FSDO-01.



The RMT has a productive work session facilitated by **Kris Conquergood**, AAL-17, on implementation of TQM. Others pictured (left to right) are **Dottie Muhs**, AAL-44; **Robie Strickland**, AAL-400; **Bob Lewis**, AAL-50, **Grace Davis-Nerney**, AAL-10; **Chuck Moody**, AAL-13A; **Joette Storm**, AAL-5, and **Dr. Robert Rigg**, AAL-300.

T

*Moving America
Together Into the 21st Century*

A MESSAGE FROM THE SECRETARY

The decade of the nineties promises to be an era of new thinking, cooperation and dedication to common goals, both here at home and, indeed, throughout the world. As we in the Department of Transportation (DOT) move into this time of great challenges and countless opportunities, I would like each of us to look for ways to successfully engage these challenges and opportunities by focusing our energies on providing the best possible service to our customers, the American Public.

Q

One of the ways I chose to refocus our energies in DOT was to issue the National Transportation Policy which outlines our major goals over the coming years. Achieving these goals will require that we direct our efforts toward our customers and continuously look for ways to improve the quality of DOT products and services. Before we can improve the quality of our services and products, it is vitally important that we make sure we know our customers, both within and outside the Department - then we will be able to more effectively meet their requirements.

M

Satisfying our customers and making continuous improvements in quality will involve tapping the creativity of all employees. We must all strive to create a working environment which promotes teamwork and encourages people to make continuous improvements in their work. I want to be sure DOT has this type of atmosphere so the quality of our organizations, operations, and work processes will continuously improve.

It is important that we hear everyone's ideas; therefore, I am asking each executive, program manager, supervisor, and employee to join me in making a long-term commitment to quality by continuing to look for ways to improve our processes and operations. This will take dedication on everyone's part; however, the payoff will be worth the effort. Working together, we at DOT can make a positive difference for America.

Sincerely,

Samuel K. Skinner
Samuel K. Skinner



U.S. Department of Transportation
Office of the Secretary

RECRUITING FOR SES AGAIN

FAA Aims to Find Future Top-Notch Executives

If you are interested in joining FAA's Senior Executive Service (SES), the agency is once again searching for talented managers with the potential to succeed in FAA's senior executive ranks.

This top-level recruitment, called the Candidate Development Program, was instituted in 1990 by the Senior Resource Staff, AHR-20.

FAAers who are accepted in the program and graduate will be certified by the Office of Personnel Management for 3 years. They will serve as the primary pool for selection into entry-level SES positions.

The program's vacancy announcement runs from April 1 to May 24.

FAAers at the GS/GM 14 and 15 levels are eligible to apply. Although previous supervisory experience is not mandatory, it is highly desirable and will be considered during the selection process.

The selection process is intensive and based on the following executive competencies:

- * Ability to manage an organization strategically.
- * Knowledge of an organization and its operating environment.
- * Ability to manage heavy personal demands.
- * Skill in leading people and managing human resources.
- * Skill in building and maintaining alliances and relationships.
- * Communications skills.
- * Ability to acquire and manage fiscal resources.

The first major screening step in the selection process is a background /credentials review, which includes a managerial endorsement.

The second screening step is a panel interview.

Applicants will also nominate colleagues and subordinates to evaluate them on several work-related factors.

In the final step, applicants will participate in an executive development center — a simulated public sector executive's job. Applicants will receive feedback at each stage of the selection process.

Once selected, candidates go through an in-depth, individualized development program that lasts from 6 months to 2 years, depending on a candidate's needs.

For an information package, call Andrew Robinson, FTS 267-3922, or Debbie Clough, FTS 267-3918.



MARIJUANA

WHAT IT IS

Names: Cannabis sativa, hashish, hashish oil, marijuana, Mary Jane, Acapulco Gold, ace, bhang, Colombian, ganja, grass, hemp, Indian, Jamaican, jive, joint, Mexican, Maui wowie, Panama red, Panama Gold, pot, reefer, ragweed, sativa, sinse, tea, Thai sticks, weed, roach, hash, hash oil, honey oil, weed oil.

Type: Hallucinogen.

Forms: Grey-green to green-brown dry leaf, resin oil, leaf oil.

Combinations: With PCP, "supergrass," "killer weed"; with opium, "O.J."; with heroin, "atom bomb," "A-bomb."

Usage: Inhaling by smoking a "joint," bong or pipe. May be cooked or baked in foods and eaten.

Legal Status: Illegal.

Other Forms: The prime psychoactive element of cannabis, Tetrahydrocannabinol (THC), is administered in gelatin capsules for medical research testing of nausea treatment related to cancer chemotherapy, glaucoma, epilepsy and muscle spasm due to multiple sclerosis or spinal cord injury.

WHAT IT FEELS LIKE

Feelings of contentment and relaxation may be accompanied by loss of inhibition, bouts of laughter, continuous talking, increased sensitivity to audio and visual effects, increased sensitivity of touch, smell, taste and movement. Confusion, disorientation, recent memory loss, reduced attention span, lack of balance and stability, loss of muscle strength, shaking, anxiety, and paranoia may occur with higher dosages.

WHAT IT DOES

To Your Mind: Distorts perception of reality.

To Your Body: Increases heart rate, lowers blood pressure, limits control of movement.

HOW IT CAN HURT YOU

Heart related effects. Asthma, bronchitis, damage to respiratory system and tissue. Reddening of eyes, change in sex drive, infertility. Changes in body temperature, hallucinations, slowed reaction time. Delusions, panic, toxic psychosis, activation of latent schizophrenia which may continue indefinitely. Amotivational syndrome, memory loss with possible permanent brain damage.

Death of self and others due to driving under the influence, especially when combined with alcohol.

Dependence can develop as a psychological craving.

Unborn children of mothers who use cannabis may develop congenital defects or experience delayed development after birth.

WHEN TO GET HELP

- ☐ Do you think about how and when you're going to smoke again?
- ☐ Do you worry if no marijuana is available?
- ☐ Is your job or school performance affected?
- ☐ Do you spend more and more money on pot?
- ☐ Have you been stopped for driving under the influence?

One "yes" and your common sense tells you it's time to get smart about drugs and the rest of your life.

Fact: Cannabis is the most abused psychoactive drug by students, after alcohol.