



U.S. Department
of Transportation

**Federal Aviation
Administration**

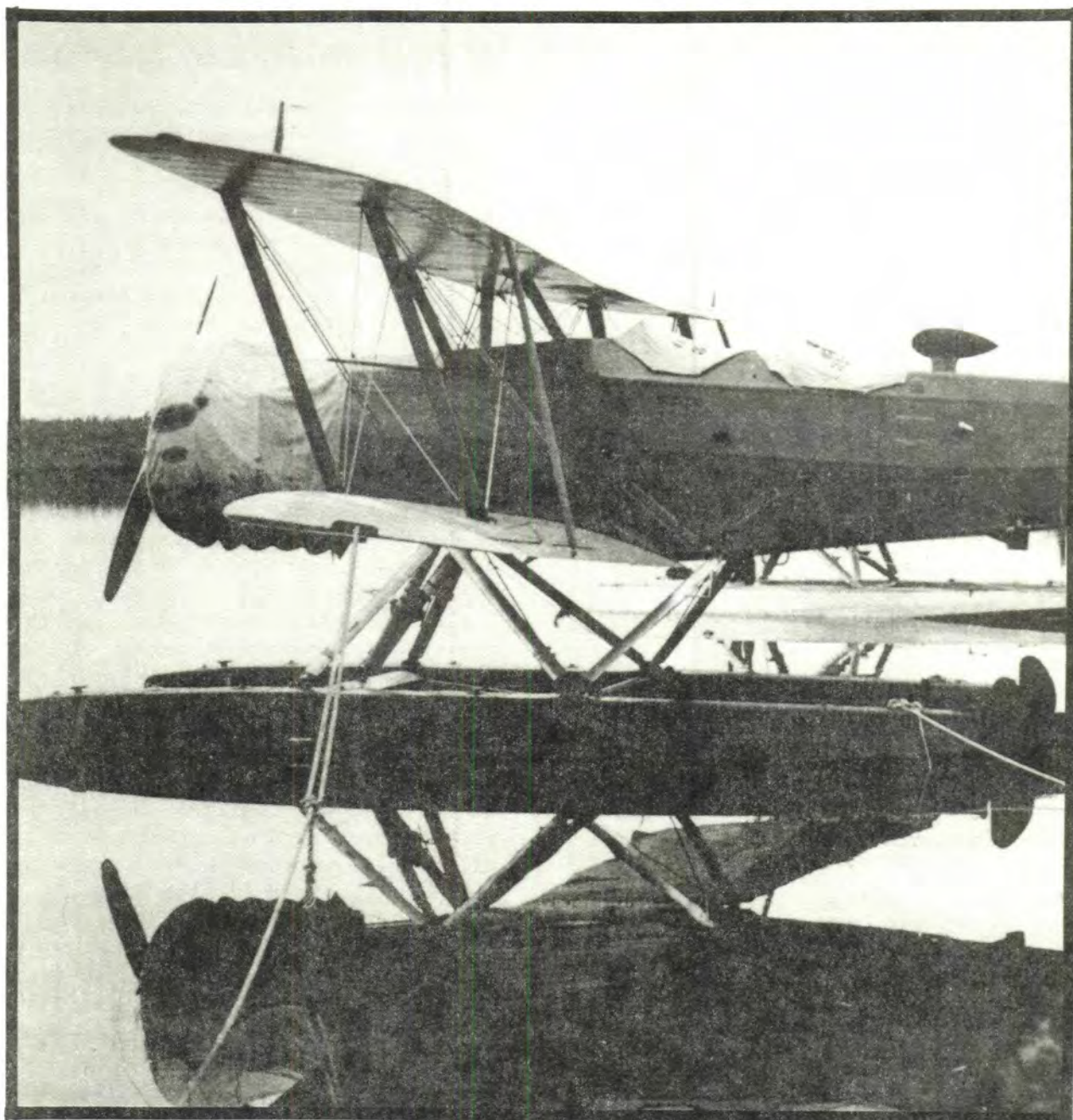
intercom:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

August 2, 1985

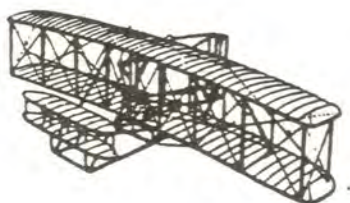
85-15

First "Airway Patrol" aircraft



Cover story

The aircraft on the front cover was the Alaskan Region's first "Airway Patrol" aircraft. The photo, from Capt. Keith T. Petrich's (retired) collection, was taken at Lake Spenard in September 1939. The photo was provided to the Public Affairs Office by the Alaskan Historical Aircraft Society, Anchorage.



intercom:

Office of Public Affairs
Alaskan Region
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5296

EDITOR
Gloria Moody

REGIONAL DIRECTOR
Franklin L. Cunningham

PUBLIC AFFAIRS OFFICER
Paul Steucke

PUBLIC INFORMATION SPECIALIST
Ivy Moore

PRINTER
Anne Burt

INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcomed.

If you have questions, suggestions, or complaints, please call the Editor at 271-5293.

Did you know?

During calendar year 1983 Alaska saw 1,072,000 hours of flying with 187 accidents - that is 99.98% of accident-free hours flown.

Is it time to say goodbye

The Employee Mutual Benefit Plan (EMBP) was established several years ago with the purpose of providing immediate help to members' beneficiaries in meeting the added financial demands created by the member's death. The EMBP is operated on a system of prepaid assessments utilizing automatic computerized billing through the Fedalaska Federal Credit Union. Over the years membership in the EMBP has continually declined, with present membership approximately 130. Several attempts have been made to increase membership but no significant growth in membership has resulted. Due to this situation, the Board of Directors of EMBP is considering termination of the Employee Mutual Benefit Plan due to the small number of members and fruitless attempts to recruit new members.

Therefore, the EMBP will no longer be active as of October 1, 1985, unless there is an overwhelming response to retain this program. At that time, all current members in good standing will have their Fedalaska Federal Credit Union account credited \$5.00 for their original initiation fee. Funds remaining in the EMBP account will be donated to the FAA Civilair Club. Questions regarding EMBP may be directed to:

Secretary, EMBP
P.O. Box 3-554ECB
Anchorage, Alaska 99501

Engen speaks out to all employees

The following memorandum regarding "open communication" to all employees is from FAA Administrator Donald Engen:

Several recent events remind me that I should reemphasize my commitment to open communication within the FAA.

As you know, I believe everyone should have the opportunity to report a problem, raise a question, or make a suggestion. Almost all of these matters are best taken up first with immediate supervisors. However, I know that does not always work out to be the best course of action and I want employees to feel free to communicate, especially on safety matters, without the fear of retaliation.

We have established many channels for upward communication. We publish questions and answers in FAA WORLD and INTERCOM. We have suggestion systems and systems for reporting unsatisfactory conditions. Employee participation groups such as human relations committees and facility advisory boards provide forums for discussion. Official grievance systems and discrimination complaint systems have been established by agency directives and through union contracts. The Administrator's hotline provides employees a direct line of communication to my immediate office. A direct safety hotline has been established so that any individual can report violations of FAA safety regulations.

I want FAA employees to use established supervisory channels whenever possible. That is the only way a large, complex organization can function effectively. But, if normal supervisory reporting procedures do not work, I want you to use one of the other systems. I will rely on your good judgment to insure that your reports are factual and as precise as possible.

Each employee, at every level, should know that his or her actions in raising issues will not jeopardize his or her career. I will not tolerate retaliation against any employee who raises a legitimate issue.

Appropriate action will be taken swiftly and surely against anyone who retaliates against an employee for reporting a problem the employee reasonably believes to be true.

I ask that managers and supervisors throughout the system discuss this memorandum with their subordinates and that we as a family work toward improvement within the FAA.

Donald Engen
Administrator



Did you ever work at Detroit Center

The following message is from Jim Holtsclaw, Los Angeles ATCT:

"Yes, we mean Detroit, Michigan. Although extinct now for some 20 years we would like to hear from members of the old Detroit Center. If enough members show interest we are planning a reunion in 1986. Contact Lloyd Duncan, FTS 784-5239, home phone (612) 888-7664 or Jim Holtsclaw, FTS 983-2019, home phone (714) 522-7340. Or you can contact Jim by writing to him at 5495 Stanton, #H, Buena Park, California 90621.

Western-Pacific has new Deputy Director

B. Keith Potts is the new Western-Pacific Deputy Director. Formerly the Deputy Director of the Office of Aviation Safety, he assumed his new post July 21.

Potts joined the agency in 1957 as a controller, working first at the Kansas City Center and then the Chicago Center. In 1968, he moved to the old Chicago Area Office for a two-year tour and then on to the regional office and Washington headquarters.

A commercial pilot with an instrument rating, he is a graduate of the University of Nebraska and attended both the FAA Management and Executive schools.

Washington Report

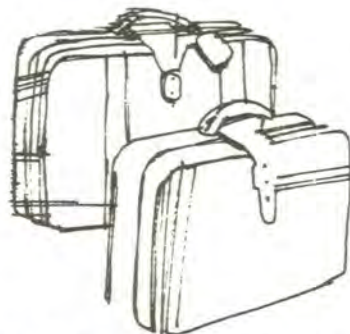
Security coordinators to be designated

The agency has issued an emergency rule that will require air carriers to designate flight captains and ground personnel as in-flight and ground security coordinators for every domestic and international flight in accordance with their FAA approved security programs.

The carriers are also being required to provide eight hours of initial security training for their flight crews as well as annual recurrent training.

The duties of the in-flight security coordinator will be to brief the crew before flights and reporting any incidents to the carrier. The ground security coordinator will be responsible for screening flights, access to aircraft, fueling and catering, air operations area security, and baggage and cargo.

Washington Report



Airport security to be strengthened

At a June 27 meeting of the International Civil Aviation Organization (ICAO) in Montreal, Secretary Elizabeth Hanford Dole outlined a number of steps FAA will take to strengthen security at U.S. airports and aboard U.S. carriers. During the session, convened to focus international attention on the threat of terrorism against civil aviation, Secretary Dole announced these actions:

1. FAA will expand its force of Federal Air Marshals;
2. flight and cabin crews on U.S. carriers will be required to take enhanced security training, and an airline employee will be designated as security coordinator on each flight;
3. surveillance of aircraft will be increased while they are being serviced on the ground;
4. FAA will require the elimination of curbside check-in for international flights and propose a system for matching passengers to baggage. Also, there will be increased physical inspection of carry-on items after x-ray checks;
5. on passenger-carrying flights to certain designated areas, carriers will be required to hold for 24 hours or perform x-ray or physical inspections of all freight, cargo and mail.

FAA already has announced its intention to require action on the new baggage and freight procedures and asked the carriers to cooperate on a voluntary basis in the interim.

Washington Report

Retirements



Ed Maciariello (right), manager, Anchorage TRACON, receives his retirement plaque from Tom Hunt, manager, AAL-400. Retiring after more than 37 years of service, he plans to remain in the Anchorage area after a vacation on the East Coast.



Wes Hughes (right), King Salmon SFO, receives his retirement plaque for over 26 years of service from Dave Morse, assistant manager, AAL-401. He and his wife have returned to Spokane, Washington, where he plans to use his carpentry skills in the private sector.



Ron Forsyth (right), assistant manager for technical support, Juneau SFO, presents Al Eggebroten, electronics technician, a DOT FAA Certificate of service on June 14, 1985, upon his retirement after 21 years, 4 months of federal service.



Bud Garvin (right), maintenance mechanic, King Salmon SFO, was presented his retirement plaque from Dave Morse, assistant manager, AAL-401. Retiring after 20 years of service, he and his wife plan to retire on the Washington coast.

Farewell



A potluck luncheon was held at the Anchorage ARTCC on Friday, June 20, in honor of Eleanor Williams, area supervisor. She recently transferred to Airspace and Routes Division in Washington, D.C.



Dick Tomany (right), receives an engraved ulu from Wayne Smith. The ulu was a gift from the staff of Fairbanks FSS on his promotion to AFSS manager of Dodge City.

The fish story of the year



by: Dick Brindley
AAL-60

HOMER, ALASKA - June 22, 1985
6:15 a.m. ROLL CALL

A few charter participants show up at the appointed time (6:15 a.m.). Present were Dick Brindley (AAL-60) with nephew Jerry Meyers; Tom Powers and his father-in-law Ray, friends of Norma Bonewitz (AAL-1H) and her husband Dennis who show up soon after; and Howard Smith (AAL-600) with his son Janson and friend Mona Saupe; and Irene Maris (AAL-500). As we wait, we begin to wonder why the charter office isn't open - no activity. "Is this the right day?"

Along comes Frank Cunningham (AAL-1) with his wife Dianne and daughter Jody with the information that we should be at the boat, the CHARDAN, for a 7 a.m. departure. Upon arriving at the CHARDAN, we find most of the others. Those already there were Bob LaBelle (FIFO); John and Robert Lucero, husband and son of Pat (AAL-500); Sayoko Mimoto (AAL-400) and her husband Randy Tierney; Bob Mitchell (AAL-1H) and his son-in-law Frank Chang; and Jimmie Vaughan (ZAN AT) and his wife Donna. Mike, the CHARDAN deckhand, is soon on board.

Departure time had arrived, but Captain Dan was still among the missing. "Wonder if we are really going to get to go out and catch the big one?" "The weather is wonderful." "Where the devil is Captain Dan." "Let's have another cup of coffee." "He is sure to be here by then." Sure enough, here comes Captain Dan. After some brief predeparture instructions, we are on our way to "catch the big ones!"

On our way out - an hour and 45 minutes to the fishing grounds - I'm not sure I can wait. A pool for the first fish - the largest fish is set up. Lots of conversations are going on. "Let me know when the fun starts." "Look, there are porpoises over there." Did you see the seals?" "Even a bad day fishing is better than a good day at work!" "Let's have another cup of coffee (thank goodness for the "head")."

Mike instructs us on the "way to fish" (try it the CHARDAN way), that most important is to HOLD ON TO THAT SINKER.

After what seems like half a day, really only slightly more than two hours, we stop and in go the fishing lines. We all wait expectantly. Five minutes, then ten minutes pass. "Where's the fish?" Norma has one on and after a short struggle brings in a record class Irish Lord! Captain Dan says, "doesn't look too good here, we're moving to another spot."

Half an hour later the engines are cut, fishing lines in the water again and suddenly everyone (well almost everyone) is catching halibut. Captain Dan and Mike are quickly taking off fish and putting on bait as cries of "fish" and "more bait" are heard from bow to stern. Most of the fish are smallish but as the activity lessens, some larger ones are caught as we drift with the tide. Captain Dan announces "reel in the lines, we're going back for another drift." Sure enough, a repeat of the first drift - lots of activity, fish and bait - but suddenly there is a stir on the bow.

Someone has a big one on. Soon Bob Mitchell leads one to the stern. "Gosh, look at the size of it!" Captain Dan and Mike are working frantically. First the gaff (no it's too big for that), get the harpoon - get the gun. After a couple of well placed shots and the harpoon, the big one is hoisted aboard. "How much does it weigh?" "Must be over 100 pounds!"

(Turned out to be 78 pounds - the largest of the day.) Bob Mitchell retires to the galley to recuperate.

As the day wears on, Captain Dan and Mike keep trying to "count the fish" so that we don't exceed our limit. After a couple of more drifts and some struggles with larger fish, they call a halt to the fishing; there is enough fish for everyone's limit plus a limit for the crew.

On the way in there is less conversation and a lot more "resting." We watch Mike fillet the halibut and come forward to claim fillets when he calls our number. We watch as one of Howard's fish slips overboard before it "gets the knife."

Back at the dock, friends and relatives are waiting. Some animated question and answer sessions are underway.

Q. "Did you catch fish?"

A. "Yes - everyone caught fish and brought home their limit!" (There was talk of one fellow, wearing glasses and a green cap, who didn't catch any - probably no truth to that. Should also note that the Civair Club received more than 30 pounds of halibut for the picnic.)

Q. "Did you have fun?"

A. "Fantastic."

Q. "What was the best thing about the trip?"

A. "The fishing, the crew, the CHARDAN, the beautifully compatible group, etc."

Q. "Would we do it again?"

A. "Yes. Yes. Yes. (22 repetitions)"

Thank you CIVILAIR CLUB (and Charlie Muhs - president) for arranging this wonderful experience (22 repetitions).



Follow-up results have been released

After the results of the FAA Employee Attitude Survey, culled from almost 26,000 completed questionnaires, were released last November, Secretary Elizabeth Hanford Dole requested that follow-up interviews be conducted to provide employees a chance to comment directly on their perceptions of the agency. A group of three OST (Office of Secretary of Transportation) and 11 FAA managers formed three teams which interviewed more than 800 employees, supervisors and non-supervisors, in 46 offices and facilities in the Southwest, Northwest Mountain and Southern regions. The interviewing teams made a concerted effort to question FAAers of varied occupations, facility sizes, ages, sex, and minority status.

Experts from the Civil Aeromedical Institute who helped compile the data from this follow-up process note that it confirms nearly every finding of the employee survey, including these positive responses: FAA employees generally like the tasks they perform; most employees like their association with the aviation industry and the safety record achieved by FAA; and, generally, employees regard their pay and benefits as good. Such overall positive findings, the experts say, are not often found in large organizations to the degree they were found in FAA.

FAAers who would like copies of the full five-page report by the OST/FAA teams may obtain copies from their Human Resource Management Division.

How big was it?

Commendations



Dwight Meeks (right), assistant sector manager, South Alaska Sector, presents Bennie Hutson, manager, Anchorage Sector Field Office, with a Letter of Commendation for exemplary performance of duties as acting assistant manager for technical support.



Secretary Carol Overton (left), whose "diligence to accomplish day-to-day tasks is especially noteworthy," receives a Letter of Commendation for excellent performance of her duties from acting air traffic manager Tim Rahmn.



Fairbanks tower manager Jim Titus (left) and area supervisor Wally Tharp (right) recently presented an Official Letter of Commendation to Barry Rubin, air traffic controller at Fairbanks tower. In the words of the tower manager, "He (Rubin) has taken advantage of every opportunity to contribute more than the minimum required of his position and is the epitome of the fine and highly committed new air traffic controllers who will inherit the air traffic service."



Ken Burch (right), air traffic control specialist, Kenai FSS, recently received a Letter of Commendation from his supervisor, Ray Richel, for a job well done during a flight assist.



Director Frank Cunningham presents Letters of Commendation to four employees at the Anchorage ARTCC: Duane McQuillin (top photo), Stefan Mezia (no photo), Joe Wilson (middle photo) and Bill Schwaab (bottom photo) for their participation in Operation Raincheck.

News in brief

Air traffic delays for June were down 44 percent when compared with the same month last year. The average number of daily delays of 15 minutes or more last month was 760 as compared with 1,361 in June 1984. Also, average daily delays were down 25 percent in the first six months of 1985. They fell from 1,045 in the January - June period in 1984 to 789 in the same period in 1985.

* * *

At the recent Air Traffic Supervisors Committee (SUPCOM) meeting at FAA headquarters, Pat Cates, Great Falls, Montana FSS, became the first female national officer named to the committee. She was elected by her peers as the SUPCOM FSS representative.

* * *

Administrator Donald Engen has named Ronald Smith, the Dean of the Georgetown University School of Business, to audit the agency's data collection system for near midair collision reports. "I want to make certain that all such reports are forwarded to the proper place in Washington on a timely basis, that all reports are thoroughly investigated and that our data base properly and completely reflects all information and is quickly accessible," Engen said in announcing Smith's appointment.

* * *

Rancho Murieta, California, is the latest location selected as an automated flight service station (AFSS) site. The building will be erected by the local airport corporation and leased to FAA. This is the 57th of the 61 AFSS sites to be chosen in the flight service station modernization program.

* * *

Washington Report

FAA considers limit for carry-on baggage

FAA wants to limit the amount and size of baggage that can be carried on board a commercial airliner. Such baggage would have to fit in the space available under the average passenger seat. Also permitted would be one garment bag that must fit into the overhead storage areas if available.

The agency's position was announced by Administrator Donald Engen at a carry-on baggage forum at FAA headquarters July 11. Asking for comments on the agency's proposal, Engen said, "On both safety and security grounds, my instincts are to control excessive amounts of carry-on baggage."

Washington Report

FAAer is convicted

Eugene Metz, former manager of the Eastern Region's Airway Facilities Interfacility/Frequency Management Section, was convicted July 3 on one count of conspiracy and 16 counts of fraud for his part in a false billing scheme that included three other Eastern Region officials. Metz was acquitted of four fraud counts and one bribery charge. He will be sentenced July 30.

The four FAAers allegedly defrauded the government of \$1.3 million by issuing false invoices for services never rendered. Allen Moserowitz, former manager of the radar data unit of the region's electronics section, has pleaded guilty and will be sentenced sometime in the near future.

The other two Eastern Region employees charged with fraud are now awaiting trial.

Washington Report

Medical notes - pill-oriented

by: Mary Grindrod, R.N.
AAL-300

Our society has become a pill-oriented society. That a person should not have a pain without taking a pill to relieve it has become the trend. When people go to a physician with a medical complaint they expect to leave with something to make them feel better.

"The wonder drug that works wonders."
"Because it is gentle." "Because it's predictable." "Long lasting allergy relief that's still working when you wake up." "Buy one, get one free." These statements, from advertisements in magazines, help us to believe that we need the product and that it will do wonders for what ails us.

Medication, pills, drugs, however we refer to those chemical substances which can be used to affect our body and its processes, need to be explored. They affect your mind and nervous system and may change your behavior and feelings. I am not saying that we should not seek and follow the advice of expert medical professionals. When used properly to treat a medical problem drugs can correct imbalances in body chemistry, protect against disease, relieve tension, fatigue and pain, and contribute to saving your life. What I am saying is that we should make it our business to find out all there is to know about ordered drugs and to follow the instructions.

Many new drugs are very powerful and are to be used for very specific purposes. Many of you have heard about tagamet. This is a triumph drug in the treatment of GI ulcers, but it can cause depression and confusion in some people.

Many of the antihypertensives or antiarrhythmics for heart disease can cause changes in the mental state of a person. People on multiple

medications with complex medical conditions are particularly susceptible.

Some foods and medicine may not mix well. Read the label and follow the instructions given. Every drug is intended to work at a certain rate. When absorption is either accelerated or slowed down, a particular medication may not do what it is supposed to do.

Drugs called monoamine oxidase (MAO) inhibitors, which are prescribed for hypertension, may react dangerously with a substance called tyramine found in certain aged or fermented foods (like aged cheeses and meats, wine, soy sauce, yogurt, sour cream, and bananas). As a result the blood pressure may rise to a dangerously high level.

In large quantity, foods with an abundance of vitamin K, such as leafy green vegetables, may counteract anticoagulants, medication taken to prevent blood clots. Most of us know that medication sold over the counter, such as aspirin, may cause bleeding if taken with anticoagulants.

Alcohol reacts badly with many drugs. For example, the combination of alcohol and antihistamines, anticoagulants, or antidepressants causes extreme drowsiness. Alcohol and aspirin taken together can severely irritate stomach lining.

None of this information is designed to frighten you away from using medications, but I do want you to be aware of some of the dangers. To protect yourself, please remember to use only medication that was ordered for you by a physician that you trust. Be sure that you ask for any special instructions or times to take the ordered medication. Take all the medication that the doctor has ordered for you. If a change occurs in your condition, contact your physician for more instructions.

Service pins



Director Frank Cunningham presented 30-year pins to Mike Hessler (left in top photo), assistant air traffic manager, Anchorage ARTCC, and Larry Brown (left in bottom photo), area supervisor at the Center, during an all hands meeting in May.



Jimmy D. Ford (left), supervisor, South Unit, Anchorage SFO, South Alaska Sector, presents a three-year service pin to Warren LaSelle, electronics technician trainee.



Ernie Mundt (left), assistant manager, program support, ZAN AF, receives his 30-year service pin from Director Frank Cunningham.



Homer Sutter (left), manager, Northway FSS, receives his 30-year service pin from Director Frank Cunningham.



Bob Oliver (right), manager, AAL-700, receives his 30-year service pin from Director Frank Cunningham.



Floyd Judd (left), electronics technician, ZAN AF, receives his 35-year service pin from Director Frank Cunningham.

Around the region

Bells were ringing on June 15 for two air traffic control specialists in Fairbanks. Congratulations to Jeanne Jacobs, Fairbanks FSS, and Tom Risdal, Fairbanks Tower, who "tied the knot."

* * * * *

Welcome aboard to Dwight Kramer, specialist, who arrived at Kotzebue Flight Service Station from Soldotna on July 3.

* * * * *

Jim Yakal, manager, Cold Bay Flight Service Station, and his wife, Marge, recently had to relinquish their fishing spot when they were run off by a sow bear with two cubs. It seems the Yakals were more than happy to let the bears try their paw at fishing.

* * * * *

Rumor has it that the Borough police will stop a driver for possible DWI if caught driving straight down the paved road from King Salmon to Naknek. Why? It seems the road is so full of chuck holes that driving straight would look suspicious. But the problem should soon be eliminated as there are bids out to repair the road.

* * * * *

Anthony (Tony) Johnson, new air traffic manager at Kotzebue Flight Service Station as of June 10, rates the FAA personnel there with an "A+" in making new personnel feel at home. The FAA employees, along with the personnel from the Weather Service, welcomed him to Kotzebue with a barbecue upon his arrival.

* * * * *

Congratulations to Mike Tarr who was recently appointed as the air traffic facility manager at Sitka FSS. He was formerly the manager at Yakutat FSS.

Congratulations!

Paul Gallagher, sector manager, NA-AFS, recently recognized 13 employees at the North Alaska Sector Field Office who work at Barrow and Deadhorse with Letters of Commendation for their hard work and dedication over the past 18 months. Below are comments made by Gallagher regarding these same personnel:

"These people (John Scrivner, SET, Nav-Unit; Bob McMolin, SET, radar unit; Bill Bull, foreman, environmental unit; John D. Rennie, ET; Doug Miller, ET; Charles Gardner, ET; Ann Spannagel, ET; Bob Mailander, ET; Wes Pollock, ET; Mike Riley, MM; Jack Maywood, MM; Charlie Williams, MM; and Keith Buchanan, MM), working together, keep the National Airspace System functioning on the North Slope.

They must work in a harsh environment most of the year. They face extreme cold, high winds, long periods of total darkness, remoteness from normal population and supply centers and all the problems which result from these factors. At these locations vehicles are temperamental due to the harsh environment, supplies and parts are often delayed, access to facilities is blocked due to drifting snow and the time required to perform out-of-door work is four-fold that which is required under normal circumstances.

Due to their dedication and determination, all facilities on the North Slope have shown marked improvement over the last twelve months. Facility performance histories and general facility condition now exceeds the national standards for like facilities.

We wish to recognize and thank these people who continue to provide that extra effort to make our system a safe and effective guidance system for air transportation."

Registration for college

Registration for Anchorage Community College will be August 27 for continuing students and August 28 and 29 for new and returning students. Registration will begin at the University of Alaska on August 26 for new students, August 27 for returning students, and August 28 for special and late applicants. Class schedules are available for both colleges on campus at this time.

Employees can be reimbursed for tuition, books, lab, and other related fees provided their training is job related, funds are available, and the approved training is satisfactorily completed.

To receive reimbursement for allowable expenses, the following steps must be accomplished:

a. Supervisors concur in the request for training by submitting FAA Form 3000-3 (request for Out-of-Agency Training) in TRIPLICATE, to AAL-17 for approval.

b. The block entitled "Justification for Training" must include the specific relationship of the requested training to the employee's present job requirements or duties, including the impact/change expected in the employee's performance as a result of the training. Requests not showing this information will be returned.

c. Administrative approval from AAL-17 must be obtained PRIOR TO registering for the course.

If the desired course is offered only during normal working hours, a change in the employee's tour of duty may be requested from AAL-15, through channels, to allow the attendance. However, under this arrangement, tuition and related fees CANNOT BE REIMBURSED. Reference AL 3155.1A, para 8.

AAL-17 is aware that sometimes an employee's approved course is either cancelled or full at the time of registration. Should this occur, a substitute course may be approved if the course is similar and job related; the supervisor concurs with the course change; and FAA Form 3000-3 is submitted for the substitute course within three (3) working days after registration for approval by AAL-17. In no case will approval be granted retroactively after the employee has attended the substitute course.

Due to limited tuition funds, employees will initially not be considered for reimbursement for more than ONE COURSE. Requests, therefore, should be marked in priority order for consideration.

FAA Form 3000-3 for Anchorage enrollees must be submitted to AAL-17 by COB August 21, 1985. Field personnel's FAA Form 3000-3 will be handled on an individual basis and should be submitted to AAL-17 PRIOR to registration.

GENIUS
IS ONE
PERCENT
INSPIRATION
AND
NINETY-NINE
PERCENT
PERSPIRATION.

Kudos



Merrill Tower operated a temporary control tower at the Palmer Airport on June 7, 8 and 9 during the Alaska International Air Fair Show. Air traffic control specialists Richard Sorensen (left) and Jeff Rigg provided the ATC services. The tower was open from 9 a.m. to 7 p.m. each day. Kudos to both men for a job well done.

Congratulations



Congratulations to Flora Robinson on her completion of Phase I in the predevelopmental ATCS Program. She will be attending Phase II of the program in Oklahoma City from June to October 1985. Jim Walcutt (left), evaluation proficiency developmental specialist, is the regional instructor for this program.

Service pins



Robert E. Wilson (right), manager, South Alaska Sector, presents a 30-year service emblem to Roland E. Jones, electronics technician, South Unit, Anchorage Sector Field Office.



Robert E. Wilson (left), manager, South Alaska Sector, presents Joseph Brunner, electronics technician, with a 25-year service pin.

Student aides



Pictured above from top to bottom are Valerie Wilson, Colleen Eakins and Tavish Cavanaugh. They are Juneau High School students who are working at the Juneau FSS, Tower and FSDO office as part of a work study program sponsored by the high school. The students attend classes in the morning and then report to work sites in the afternoon and all day Friday. They rotate between the three participating FAA offices.

Program is working

Graduates of FAA's special emphasis programs, which were designed to attract more minorities and women to the air traffic control profession, are coming up with high marks at the Academy. This year 100 percent of the graduates of the Air Traffic Cooperative Education program passed the en route and terminal screening exams. During the same period, all Air Traffic Predevelopment program grads passed the en route screening test and 63 percent passed the terminal test.

Washington Report

Back pay possible

FAAers required to travel since October 12, 1984, may be in for a small sum of back pay because of a recent change in Title 5 of the U.S. Code. The change allows employees to count as employment hours the time they spend returning from trips, usually of emergency nature, resulting from events that could not be scheduled or administratively controlled.

This change does not cover Federal Wage System employees since their travel rules are outlined in a different section of Title 5.

Employees who believe they may qualify for back pay must have their supervisor's approval. Amended time and attendance reports with option number six circled should be submitted through normal channels.

Additionally, the remarks section must state, "Initial travel officially ordered as a result of an event which could not be scheduled or administratively controlled."

Washington Report

Public to comment on the ARSA concept

FAA is seeking public comment on the Airport Radar Service Area (ARSA) concept with the issuance of a proposed rule that would establish ARSAs at 14 locations across the country.

The agency expects to propose new ARSAs at a total of 66 locations by fall and address additional candidates in 1986.

ARSA is a two-tiered block of airspace, generally circular in shape, with the upper tier having a radius of 10 miles and a ceiling of 4,000 or more feet. All pilots entering these areas must be in contact with the local radar approach control, eliminating the mix of known and unknown traffic which can lead to airspace conflicts.

FAA already has implemented ARSAs at three locations: Baltimore-Washington International Airport; Robert Mueller Municipal Airport, Austin, Texas; and Port Columbus International, Columbus, Ohio.

The proposed new sites are Albany County Airport, Islip MacArthur Airport, and Syracuse Hancock International Airport, New York; Anchorage International Airport, Alaska; Bradley International Airport, Windsor Locks, Connecticut; Harrisburg International and Capital City Airports, Harrisburg, Pennsylvania; Corpus Christi International Airport and San Antonio International Airport, Texas; Pensacola Regional Airport, Whiting and Pensacola Naval Air Stations, Florida; Theodore Green Airport, Providence, Rhode Island; and Tulsa International Airport, Oklahoma.

Washington Report

EDITOR'S NOTE: A public meeting is scheduled for August 17, 1985, at 2 p.m. at the Anchorage Community College Performing Arts Center.

FAA sees its first joint labor program

On June 6, the Professional Airway Systems Specialists (PASS) and FAA agreed to the first joint labor management employee involvement program in the agency's history. PASS is the bargaining agent for Airway Facilities employees.

A national steering committee of five representatives from PASS and five from FAA agreed on an 18 month trial of a new approach known as E-I (Employee Involvement) that stresses cooperative efforts to solve operational problems that affect employees' work lives. Three sites will be involved.

According to Howard Johannssen, PASS national president, PASS studied the program carefully for months before the agreement, visiting the E-I sites in the private sector and interviewing union leaders on its impact.

"We learned that it has been dramatically successful in improving both relationships and quality of work-life," said Johannssen. "It's a win-win kind of program. We were sufficiently encouraged to agree to try it experimentally in a few locations, with the understanding that these trials don't alter our overall position on employee participation."

Gene Weithoner, Associate Administrator for Human Resource Management, confirmed that while the test program doesn't affect standing FAA policy on bargaining unit participation, it has the solid endorsement of FAA top management, including Administrator Engen.

"We have high hopes for this," Weithoner said. "If it works, PASS and FAA will consider extending the program. But there is a lot of ground to be covered before we get to that point. We have to change some long-standing attitudes about union-management relationships and

employee-supervisor relationships. Still, the very fact that we were able to enter this partnership with PASS, even on a limited basis, is encouraging."

The experimental program will be undertaken with the assistance of W.P. Dolan and Associates, a labor-management consulting firm that has developed successful E-I programs for dozens of major companies including Ford, John Deere and Goodyear. "Wherever it takes hold, E-I gives employees a greater sense of dignity and job satisfaction. It establishes better communication between supervisors and employees and it taps the underutilized creativity and knowledge of the organization," Weithoner said.

Dolan and his associates are widely acknowledged to be leaders in the field, partly because of their success in forging partnerships between unions and management, employees and supervisors. "The focus is on collaborative problem solving," Weithoner added, "but it involves deep changes throughout the organization."

A number of sites have been identified as possible locations for the trials. They will be announced as soon as final selection is made.

Two full-time coordinators, Michael Fanfalone and Al Sciscione, are assigned to the program. They will serve as a link between local site steering committees and the national steering committee.

Washington Report



Appreciation



Frank Babiak (right), manager, ZAN-AF, presents Letters of Appreciation to Mark Kelliher (top photo), supervisory electronics technician (SET) crew 4, and Ole Powell (bottom photo), electronics technician, crew 5.

Achievement



Robert E. Wilson (right in both photos above), manager, South Alaska Sector, presents Alan Van Horne (left top photo) and Gerald Beltz (left bottom photo) with Special Achievement Awards for special service of preparation, commissioning and maintaining the Saint Paul radar system.



Phil Freitag (left), EARTS technician-in-depth (TID), Anchorage ARTCC, received a Special Achievement Award for his outstanding performance from Dennis Simantel, assistant manager of technical support.



Al Noe (left), electronics technician, receives a Special Achievement Award from Bob McMolin, supervisory ET radar crew.

Announcing



The Third Chicago O'Hare Reunion

(For all FAAers who worked at airport)

WHEN: Saturday, September 14, 1985

WHERE: O'Hare Plaza Hotel
Kennedy & Cumberland
2 miles east of ORD
Courtesy bus available

HOW MUCH: \$17 per person — cash bar

For lodging reservations, call hotel:
(312) 693-5800 \$40 single/double

Industry reception: Friday night, September 13

For more info, call O'Hare ATCT