



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

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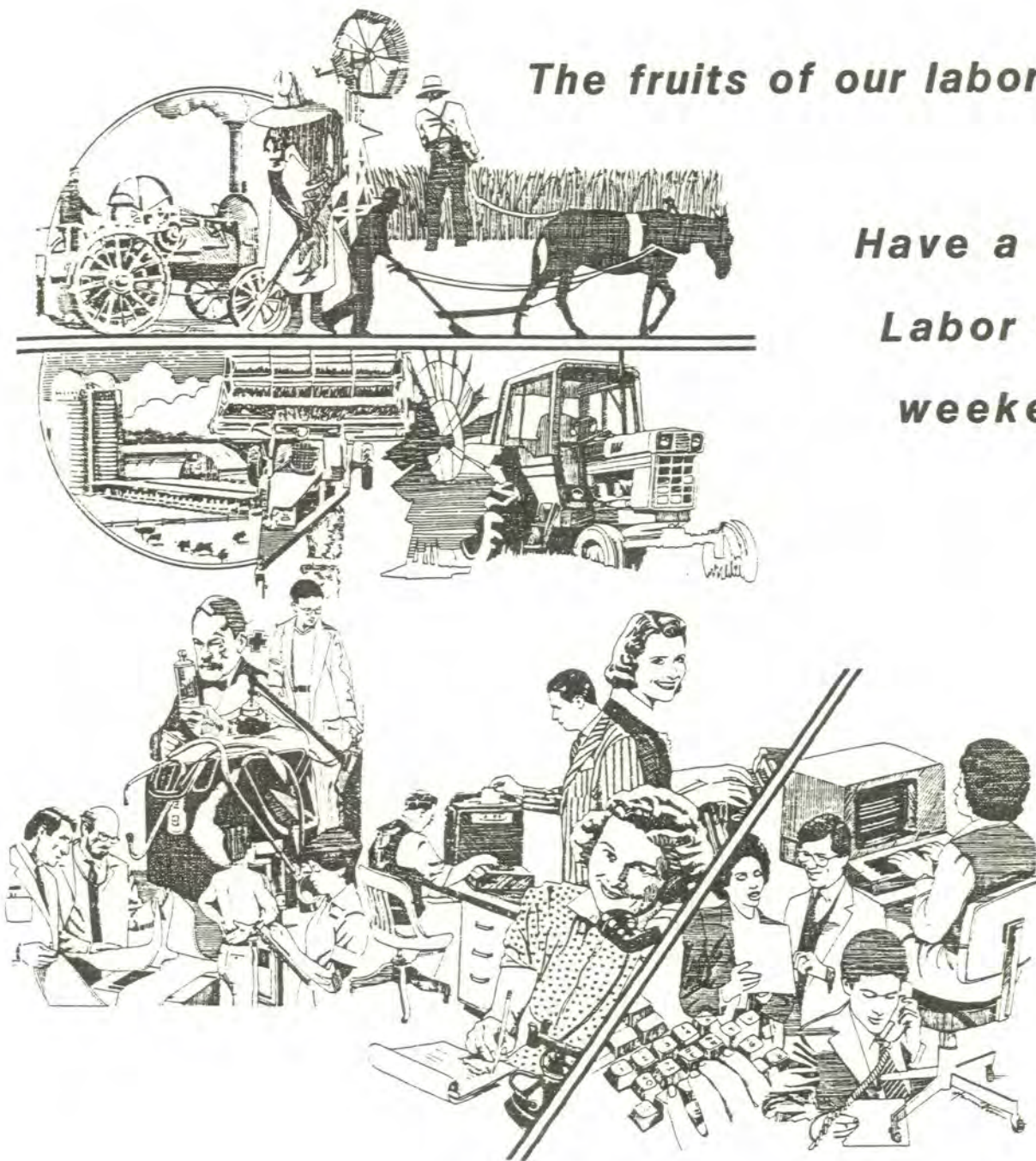
Office of Public Affairs
Alaskan Region
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August 30, 1985

85-17

The fruits of our labor

*Have a safe
Labor Day
weekend*



Facilitators ready to facilitate

by: Steve Lloyd
Anchorage ARTCC

Beginning the second week in July several FAA employees (Norma Bonewitz, AAL-1H; Bob Esposito, ZAN AT; Fay Lauver, AAL-421; Steve Lloyd, ZAN AT; Elaine Morrow, AAL-531; and Grace Pumphrey, AAL-13) from the Alaskan Region attended the Facilitator Training Course (01523) held at FAA's MTS in Lawton, Oklahoma. Most of us in attendance really did not have a handle on exactly what a "Facilitator" does. Yet all were teeming with anticipation to find out. The information provided by the MTS staff during the first week successfully enlightened the class on the specific role and functions of a facilitator.

Webster defines a facilitator as an expeditor of group processes to include positive interaction among the members, problem identifying processes and problem solving techniques. The facilitator's role is basically one of a neutral moderator charged with bringing about synergy within the group. This synergy is accomplished through a step by step process involving interaction and discussion among all group members. The outcome, as experienced by the class members through several simulated scenarios, is a more productive group effort in problem identification and problem solving which provides FAA management the needed research and recommendations that contribute immensely to the decision-making process.

The course, overall, was very informative and the technical expertise of the instructors was exceptional. To say the least, the individuals who attended this course returned as employees well versed in workgroup processes and as individuals better qualified to be productive group members.

A list of trained active facilitators within our region is maintained by Richard Brindley, manager, Management Systems, 271-5171. Keep this valuable resource in mind for your office and use facilitators whenever possible. The result should prove fruitful to the managers as well as the individual group members.

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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.

Oops!

The August 16 issue of Intercom stated that Kathy Johnson was the new air traffic manager at Yakutat. That is not completely true - she is acting air traffic manager at Yakutat until Mick Batt arrives from Kotzebue FSS on August 29.

Commendation

David Johnston (left in the following three pictures), area supervisor, Fairbanks FSS, presents Letters of Commendation to William Beam; David Long; and Alfred Babineau for "excellent performance of duties" during adverse weather conditions, personnel shortages and extremely high traffic activity from July 2 through July 5, 1985.



Beam



Long



Babineau



Jeff Thompson (right), air traffic control specialist, Sitka FSS, receives a Letter of Commendation from Ron Glonek, area supervisor.



Fairbanks Tower area supervisor Don Johnson presents a Letter of Commendation to Fairbanks controller, Leah Berg (right), for her quality performance as an acting supervisor.



Fairbanks tower area supervisor Don Johnson (left) presents an Official Letter of Commendation to controller Bob Grussenmeyer. His attention to duty and prompt corrective action prevented what might have been a serious incident between a landing aircraft and a vehicle.



Lowell North (left), evaluation proficiency developmental specialist, Fairbanks FSS, receives a Letter of Commendation from acting air traffic manager Irene Gross on his recent assignment as acting area supervisor.

Catch-62

Employees have additional time to make their Deposit for Post-1956 Military Service to the Civil Service Retirement System before interest is accrued. This additional time is due to the method used to accrue the interest and is explained in the following extract from OPM's Payroll Office Letter No. 85-3 dated March 22, 1985.

The U.S. Civil Service Retirement System (CSRS) law was changed in 1982 with respect to the crediting of military service for civilian retirement purposes. The law provides that any individual first employed in a position subject to the CSRS on or after October 1, 1982, receives credit for post-1956 military service only if he or she deposits with his or her employing agency a sum equal to seven percent of the military basic pay he or she received for such post-1956 military service. Individuals have the option of either continuing under the previous law, and potentially undergoing an annuity reduction for post-1956 military service at age 62, or making the deposit for such military service and avoiding the possible annuity reduction.

The law also provides for an interest-free grace period after which interest is accrued and compounded annually. Public Law 97-253 specified that no interest would be charged if a military deposit were fully paid before October 1, 1984. This interest-free grace period was extended one year to October 1, 1985, as a result of the enactment of Public Law 98-94. However, for those who were first employed under the CSRS on or after October 1, 1983, the interest-free grace period ends two years after the individual first became employed under the CSRS. OPM announced the calendar year 1985 rate of 13 percent in December 1984.

Payroll offices must compute and post accrued interest to the Military

Deposit Worksheet annually on an individual's Interest Accrual Date (IAD). Since the CSRS law provides for an interest-free grace period, the Interest Accrual Date is defined as follows:

1. Individuals first employed in a position subject to the CSRS before October 1, 1983 - The IAD for these individuals is October 1, 1986.
2. Individuals first employed in a position subject to the CSRS on or after October 1, 1983 - Since the CSRS law provides for a two year interest-free grace period for these individuals and interest is only accrued and compounded annually, the IAD for these individuals is the third anniversary date of an individual's first employment subject to CSRS. The IAD of the individual first employed under the CSRS on October 16, 1983, is October 16, 1986. If such an individual has a balance due in his or her military deposit account as of the close of business on October 15, 1986, interest would be posted to the military deposit worksheet on October 1, 1986, and annually thereafter.

NOTE: An unpaid military deposit account can be closed only if the employee transfers to another agency, separates, retires, or dies in service. Accounts closed on transfer will be reopened only upon the individual's application at the new agency. No interest is posted in closing accounts. Agencies reestablishing accounts will continue to use the IAD for posting accrued interest.

If you wish additional information or have any questions, please contact Jean Pershall, AAL-14D, 271-4574.

IMPORTANT

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Retirement gala - y'all come

Rumor has it that June Alyea Johnson and Wilma Kirkpatrick are retiring from FAA in September. The folks at FIFO, where these two women work, must believe the rumor because they are helping the retirees celebrate the occasion at the Elk's Lodge on Friday, September 13.

WHERE: Elks Lodge
171 West 3rd Avenue

WHEN: Friday, September 13

6:30 p.m. - no host cocktails

7:30 p.m. - buffet dinner

ADMISSION: \$17.00 per person
(includes gratuity, bar
facilities and the buffet)

For information and reservations
(there is limited seating) please
call Steve Stanford or Ollie
Monfreda at 243-1121.

Call 800-FAA-SURE

FAA has begun testing a toll-free Consumer Hotline in the eight-state Southern Region. The hotline (800-FAA-SURE) is designed for citizens with complaints or inquiries about such matters as airport security procedures, child safety seats, or FAA user services, like examinations, aircraft certification, and facility operations.

Callers using the Consumer Hotline will receive prompt return calls from appropriate FAA officials. The hotline cannot respond to complaints about airline "service" problems, such as smoking, lost luggage, cancellations or refunds, which are not within FAA's jurisdiction. Such calls should go to the airlines' customer relations offices.

Washington Report

Still going down

This year's downward trend in air traffic delays continued in July with a 19 percent decrease from the same month in 1984. And the drop would have been even more substantial had it not been for an unusually large number of delays caused by bad weather late in the month.

The average number of daily delays of 15 minutes or more was 1,020 last month, compared with 1,262 in July of last year. For the first seven months of the year, the average daily delay rate was 823, compared with 1,073 for January through July of 1984.

This year's drop in average daily delays, which climbed as high as 1,600 in October of last year, is attributable mainly to three factors: the establishment of advanced traffic management techniques to expedite traffic flows during busy periods; the continuing increases in the experience level of the controller workforce; and scheduling adjustments made voluntarily by the airlines late last year to avoid peaking.

Washington Report

Avoid runway incursions

Administrator Donald Engen arranged two giant teleconferences July 24 and 25 to get the word directly to controllers on the need to take special care in avoiding runway incursions. While addressing controllers at more than 400 towers, Engen outlined a number of steps being taken to curb runway incursions, including the development of operational position standards for ground and local controllers.

Engen also called on managers to review operational practices and to provide an extra person in the tower during busy periods to increase coordination and "provide an extra set of eyes" to scan runways.

Washington Report

Achievement



Air traffic control specialist Tim Ryan (left), Nome FSS, receives a Special Achievement Award for outstanding performance during the past year from Herb Hinman, acting air traffic manager.



Gary Stadig (left), electronics technician crew 3, receives a Special Achievement Award for his Sustained Superior Performance from Mark Kelliher, supervisory electronics technician crew 3.



Fairbanks tower area supervisor Chuck Hallett presents a Special Achievement Award for Sustained Superior Performance to controller Susan Pearson (left).



Maintenance mechanic Jimmie Tennant (left), Bethel Airway Facilities Sector Field Office, was recently presented a Special Achievement Award for Sustained Superior Performance from maintenance mechanic foreman, Joel Henkelman.



Dan Rennie (left), electronics technician, receives an Achievement Award from Bobby Pedigo, NA-SFO manager.

Inspection



Chuck Berns (standing on step), accident prevention specialist, FSDO-61, and a Kotzebue fireman participate in a test of the airport fire response capabilities. The test was a part of the annual airport certification inspection being conducted by the Airports Division Certification Inspector, Robert Cushman.

IBM wins contract

The first of the new host computers is scheduled to be delivered to the Seattle Air Route Traffic Control Center next May under a \$432 million contract awarded to IBM on July 26.

The second host will go to the Houston Center in July with subsequent deliveries to the other 18 centers at the rate of two a month until completed in the spring of 1987. Additional units will go to the FAA Technical Center and the Aeronautical Center.

IBM was selected to provide the host computers following a 21-month design competition with the Sperry Corporation.

Selection was based on a number of cost and performance factors, including the results of a "compute-off" between the two candidate systems at the FAA Technical Center. A key factor in this side-by-side evaluation was the capability of each computer system to "host," that is, run, the software package in the IBM 9020s that have been used in the centers since the early 1970s.

The new computer will be faster, more reliable and have greater storage capacity than the current equipment. It also will have the capacity to assume added functions such as conflict detection and resolution.

Concurrent with the host program, FAA is proceeding with the development of the Advanced Automation System. Two companies, IBM and Hughes Aircraft, currently are involved in a three-year design competition to produce this future system under FAA contracts awarded in August 1984.

The host computer system is expected to meet traffic demands into the mid 1990s and provide a stable transition vehicle to the Advanced Automation System.

Washington Report

New P.O. Box at Academy

Effective September 1, 1985, all student mail for students attending courses at the FAA Academy should be addressed to: FAA, course and class number (if known), P.O. Box 26510, Oklahoma City, Oklahoma 73125.

This is a new post office box number for student mail only, and will help facilitate incoming mail to the Academy.

Engen boosts GA

"What can be done to get general aviation pilots back in the air" was the question that Administrator Donald Engen posed during his July 29 speech at the Experimental Aircraft Association's annual Fly-In at Oshkosh, Wisconsin. He assured his audience that FAA is doing its part to keep general aviation healthy by coming up with such innovations as the recreational pilot rule and regulations allowing the use of auto gas in certain planes.

He cited figures showing that new aircraft sales are down drastically from 17,811 units in 1978 to only 2,438 in 1984, and that between 1980 and 1984 the number of student pilots dropped from 210,000 to 147,200.

While noting the ratio of declining new GA plane sales to rising prices, Engen pointed out that the ultralight business is flourishing. In the early 1980s an average of 7,000 ultralights were sold each year, but today over 25,000 people, many of them licensed pilots, are flying these aircraft.

Washington Report

Appreciation



Cordova FSS air traffic manager Harold "Popo" Richardson (left) presents air traffic control specialist Larry Fosson with a Letter of Appreciation for his performance of duties as acting air traffic manager.



Frank Babiak (right), sector manager, ZAN AF, presented Gary Stadig (top photo), electronics technician crew 3, and Don Czarnecki (bottom photo), supervisory electronics technician Crew 1 with Letters of Appreciation for their involvement in the Operation Rain Check at the Center.



Dick Lewis (right), construction leader, received a Letter of Appreciation from the occupants of two houses at McGrath where Dick and his crew corrected a condensation problem. The occupants were forced to move out while the work was being done and when they returned Dick coordinated the color scheme with each family which was very much appreciated. Ed Jones presents the letter.

QWIG



Air traffic control specialist Ted Turbe (right), Anchorage ARTCC, is congratulated by his supervisor, Jerry Jones, for receiving a Quality Within Grade Increase based on his outstanding performance over the past year.

Suggestion



Frank Babiak, sector manager, ZAN AF, presents Donald Dorr, relief technician for the Program Support Office, with a Suggestion Award for his accepted suggestion of the pen holder for the Talos Electro Writer in the Juneau Sector.

Shemya

Service pin



Air traffic control specialist Lawrence O'Connor (left), Nome FSS, receives his 15-year service pin from Herb Hinman, acting air traffic manager.



Fairbanks tower manager, Jim Titus (right), presents a 15-year career service pin and letter of recognition to Fairbanks controller Ken Strong. Although he has been with FAA for only nine months, (member of the United States Air Force prior to FAA), he was temporarily assigned to Fairbanks tower following the "unfortunate events of August, 1981." His contribution to the tower's rebuilding effort was outstanding.



In May 1985 Administrator Donald Engen (middle) stopped at Shemya Air Force Base on his way to China. Pictured with him are air traffic controllers Bill Comer (left) and Pat McGraw from Anchorage ARTCC. The controllers were on temporary duty in Shemya for a month. Their assignment was radar monitoring of flights on the North Pacific track system (NOPAC) - below.



Air traffic control specialist Leroy Legg (right), Cordova FSS, receives his three-year service pin from air traffic manager Harold "Popo" Richardson.



Richard Buchmann (right), Bethel FSS, receives his 25-year service pin from Regional Director Frank Cunningham.



Medical notes - smoking-nonsmoking

by: Pat Sanders, R.N.
AAL-300

In the effort to establish a smoking-nonsmoking policy for an agency or organization many issues are to be considered. The basic premise to work with is that the agency or organization is responsible for providing a safe and healthy work environment for all employees. Since the employees comprise an agency or organization, it is then the responsibility of the employee to do what is within their realm to provide for that safe and healthy work place.

We are all well aware of the insults to our own health and bodies if we choose to smoke. Please consider what second hand smoke may be doing to the health of a fellow employee (nonsmoker) or for that matter to the very people who are most important to you, your family members.

Cigarette smoke can make a significant, measurable contribution to the level of indoor air pollution at levels of smoking and ventilation that are common in the indoor environment. Nonsmokers who report exposure to environmental tobacco smoke have higher levels of urinary cotinine, a metabolite of nicotine, than those who do not report such exposure. Cigarette smoke in the air can produce an increase in both subjective and objective measures of eye irritation. Further, some studies suggest that high levels of involuntary smoke exposure might produce small changes in pulmonary function in normal subjects.

The children of smoking parents have an increased prevalence of reported respiratory symptoms, and have an increased frequency of bronchitis and pneumonia early in life. The children of smoking parents appear to have measurable but small difference in tests of pulmonary function when

compared with children of nonsmoking parents. The significance of this finding to the future development of lung disease is unknown.

Two studies have reported differences in measures of lung function in older populations between subjects chronically exposed to involuntary smoking and those who were not. This difference was not found in a younger and possibly less exposed population. The limited existing data yield conflicting results concerning the relationship between passive smoke exposure and pulmonary function changes in patients with asthma. Another study indicates that nonsmoking wives of smoking husbands may be at risk for developing lung cancer.

Even though it may involve considerable change and sacrifice in our lifestyle, a smoke-free environment would be one of the finest gifts we can give our families and co-workers in terms of enhancing quality, healthful living.

Recipe corner

from: Jene Fuller
AAL-9

TARRAGON SALAD

1/2 cup vegetable oil
1/4 cup vinegar
1 teaspoon sugar
1/2 teaspoon paprika
1 teaspoon tarragon leaves
1 large head romain lettuce
1/2 cup cauliflower
1/2 cup green olives
1/2 cup green onions

Dice cauliflower, green olives and green onions; combine with oil, vinegar, sugar, paprika and tarragon. Marinate overnight.

Break up romain and toss with marinated ingredients just before serving.

News in brief

Palwaukee Airport Tower controller Carol Behning was instrumental in saving the life of a student pilot distraught over marital problems. The man stole a Cessna 150 July 5 from Palwaukee Airport outside Chicago and went for a three-hour flight. He told Behning at one point he planned to fly the plane into a restaurant where his wife worked. Behning was able to dissuade the pilot from his suicide mission and keep him calm until his wife and police arrived and talked him down to a safe landing using the tower radio.

* * *

The United States, the Soviet Union, and Japan have reached preliminary agreement on cooperative measures to increase the safety of civil aircraft flying on Northern Pacific routes. The agreement, drafted in Tokyo, will provide for a new communications network linking air traffic control centers in Anchorage, Tokyo, and Khabarovsk in the U.S.S.R. The network would be used when a civil aircraft assigned to a North Pacific route is in difficulty.

* * *

FAA is standing by its 1983 approval of an eight-exit configuration of 747s for fewer than 440 passengers, but will conduct a public hearing in Seattle September 3-6, to reassess regulations on evacuation systems. Announcing the hearing at an August 6 headquarters meeting, Craig Beard, Director of the Airworthiness Office, said, "The letters and testimony (on the overwing exits) raise challenges to the regulations, and the FAA is anxious to address these issues." He stressed, however, that U.S. operators would not be removing exits from any of their 747 fleet in accordance with the Administrator's recent Congressional testimony and personal correspondence with airline CEOs.

* * *

The second Automated Flight Service Station (AFSS) "family" was brought together recently when Model 1 was delivered to the Indianapolis Center and the Green Bay and Terre Haute AFSSs. An AFSS family consists of a central processor at an en route center and two or more AFSSs.

* * *

A U.S. District Court in Michigan has ruled in favor of the FAA in the case of Gaddis v. United States, which involved a midair collision near the Oakland-Pontiac Airport. The plaintiffs contended that the second aircraft should not have been cleared for visual approach. The court declared that in very busy VFR airport environments the FAA must balance safety against efficiency and, that in such cases, the pilots have the primary responsibility for separation.

* * *

The airline fleet is getting quieter, FAA recently noted. The agency reported that as of July 1, 88.7 percent of the U.S. airliners comply with Part 36 noise rules. This is up from the 72.4 compliance rate of January 1, 1983. Aircraft not complying are either operating under "small community service" exemptions which will expire January 1, 1988, or under exemptions that will expire on the scheduled date of hush kit installations.

* * *

Washington Report





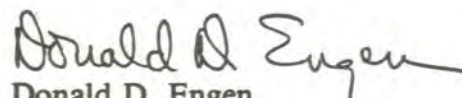
Federal Aviation Administration

POLICY STATEMENT AGAINST SEXUAL HARASSMENT

The Federal Aviation Administration's policy is to provide equal employment opportunity to all our employees and to prohibit discrimination in employment based on race, color, national origin, religion, age, handicap, and sex.

Sexual harassment, a form of discrimination, is against the law and is prohibited in the conduct of the Federal Aviation Administration's (FAA) business. This applies to unwanted sexual advances or comments by persons employed by or under contract to the FAA in the context of job performance, training, supervision, inspections, medical examinations, counseling, consultations, or any other related activity.

The FAA will not tolerate sexual harassment. Actions or statements that demean individuals or diminish their self-esteem have no place in FAA facilities. I am fully committed to continue making every effort to foster an open and friendly work environment, yet one free of inappropriate pressures, for all FAA employees. I want to make this commitment clear to all of you along with my expectation that these principles be adhered to.


Donald D. Engen
Administrator