



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# Intercom:

Office of Public Affairs  
Alaskan Region  
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85-05

TO ALL FAA EMPLOYEES:

As we start this new year, a year brought sharply into focus by the inaugural events and the words of our President, we of the FAA can face 1985 with pride. We are a technical agency, one upon which depends the air commerce of this Nation. We accept this charge with considerable pride and yet humility. To meet that responsibility, which rests on each one of us, we must strive to achieve our stated FAA goals for 1985. I would like to add a few personal objectives for each of you:

1. We should always remember that each man and woman in the FAA is a special person who deserves to be treated as such and as an equal.
2. Beyond acknowledging performance that meets our standards, we should look for each person who makes contributions above those normally expected. They should be singled out and recognized for their contributions.
3. The bottom line for each of us is service - useful service to the public. We should take every opportunity to be sure that we achieve this. We should regulate with objectivity and for a good reason. We should provide direction and information in a reasonable and easily understandable manner.
4. Internally, we should strive to improve our responsiveness in providing services to the public. We should simplify administrative procedures and speed up the delivery of the final product, whether that be a letter, a license, a certificate, or a verbal response.
5. Safety results from training and good operating procedures. We should never forget that safety also results from good and timely decisions that are clearly articulated. Each of us needs to rededicate ourselves to excellence in our daily work. The product inevitably will be increased safety.

The FAA is now embarked on a number of highly significant projects: we are implementing the National Airspace System Plan to provide improved facilities and equipment; we are developing an Air Traffic Operations Plan which will provide a means for improved use of our facilities and equipment; we are conducting the General Aviation Safety Audit; and, finally, every single day, we are providing services in the areas of certification, licensing, aeromedical assistance, air traffic control, and facilities and airport support, as well as many other vital services.

I want to convey to each and every one of you my sincere admiration and respect for our significant joint achievements in 1984. Now, we need to move forward as dedicated public servants to achieve together even greater accomplishments in 1985. I have every confidence that we can and will do just that.

Donald D. Engen  
Administrator



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## ***Charge cards are available***

Director Frank Cunningham signs his application for a Diner's Club Charge Card. FAA employees who travel a minimum of twice a year are eligible for their own cards.

Charge cards issued under the program are to be used solely for expenses incurred for officially authorized government travel. Personal expenses incurred during travel status are to be bought with cash or through personal credit.

If you have any questions regarding the Diners Club Charge Card, give Don Halloway, AAL-34, a call at 271-5235.

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





## **Fraud indictments in Eastern Region**

Saying that he was "deeply concerned" about fraud indictments against four Eastern Region employees, Administrator Donald D. Engen nevertheless reiterated his feeling that FAA employees are among the most dedicated and professional in the federal government.

"All of us can not help but be upset and saddened by these allegations. At the same time all of us know that the FAA is comprised of tens of thousands of talented and sincere individuals who continue to do their jobs day in and day out to further the cause of aviation safety."

The agency will not make any official comment on the charges because the case is under litigation. The U.S. Attorney's Office in Brooklyn, New York, announced the indictments of three individuals January 30, and said a fourth had pleaded guilty to charges in the Brooklyn federal court.

Washington Report

## **Words of love**

The following message is from Concetta Cron, AAL-58A, Employee Housing:

Following my husband's death, my family's shock and grief were made bearable by the overwhelming concern and kindness expressed by our friends in FAA. There was so much done in such a considerate and organized way that I can not possibly thank each of you individually. I can never express how much strength and courage was taken from the knowledge that so many cared and responded in our time of need. On behalf of my family and myself, I would like to express our deep and sincere gratitude to you all.

## **New HRM approved**

Secretary of Transportation Elizabeth Hanford Dole has formally approved the new Human Resource Management (HRM) organization established by Administrator Engen as part of his "people first" concept.

The Secretary's action gives permanence to the HRM structure, which has been operating on a provisional basis for several months, and allows it to move ahead with its various programs.

Heading the new organization is Charles E. "Gene" Weithoner with the title of Associate Administrator for Human Resource Management (AHR-1). He will have four offices reporting to him, including two new entities: the Office of Human Resource Planning and Evaluation (AHP) and the Office of Organizational Effectiveness (AOE). The other two offices are Personnel and Technical Training (APT) and Labor and Employee Relations (ALR).

The interim directors of these offices, selected by Weithoner, are: AHP - Alan Armstrong (Alaskan Region from August 1974 to September 1980), previously acting manager of APT's Personnel Programs Division; APT - Edward V. Curran, formerly director, Office of Labor Relations; AOE - Howard R. Richardson, who has been acting director of Personnel and Training; and ALR - Joseph W. Noonan, who moves up from the deputy director's post in the old Labor Relations office.

Other interim appointments in the new organization are: Charlie Collier, special assistant, APT-1, to special assistant, AHR-1; Don Rock, director, Office of Personnel and Training to special project officer; Cindy Zook, human resource specialist to organizational consultant; and Lionel Driscoll, manager, Personnel Management Operations Division to manager of the HRM Division, reporting directly to Weithoner.

Washington Report



## 4 **Life-saving flight assists up in 1984**

FAA's air traffic control specialists not only provided more life-saving flight assists last year than they did in 1983, they made each one count for more.

According to Air Traffic's Quality Assurance Division, controllers and flight service station specialists helped 1,069 aircraft in trouble in 1984, which was up six percent from the previous year's figure of 1,005. But the number of people on those airplanes was up 20 percent, from 2,323 to 2,852 last year.

Terminal facilities were responsible for 467 assists, or 43.7 percent of the total. Flight service stations handled 404 assists and en route centers the remaining 198.

Washington Report

Editor's Note: FAA controllers in the Alaskan Region provided 31 flight assists in 1984 that involved the lives of 162 pilots and passengers.

## **News in brief**

Even before the President sent the much discussed Fiscal Year 1986 budget to Capitol Hill on February 4, both the Senate and House had scheduled hearings on FAA's share of that big money bill. April 3 is the date for the hearing by the Senate Appropriations Subcommittee on Transportation and April 16, 17 and 18 are the dates for the sessions before the counterpart subcommittee in the House.

Pan American Airways has paid the agency a \$30,000 civil penalty for carrying too many passengers on a DC-10 charter flight. According to the FAA account, the airline carried 10 more passengers than authorized on a Guadeloupe - New York flight with the result that 20 people had to share seats and seat belts. The agency also issued an order suspending the license of the aircraft's pilot-in-command for 60 days.

In another enforcement action, FAA has proposed to revoke the certificates of a People Express pilot, co-pilot, and flight engineer for flying an unairworthy airplane between Newark and Buffalo last July. The agency said the flight crew ignored vibrations that severely shook their Boeing 727 for several minutes on takeoff from Newark and continued on to their scheduled destination. Subsequent investigations determined that the airplane had lost two sections of a wing flap.

An agency report on the Airport Radar Service Area (ARSA) evaluation conducted at Austin, Texas, and Columbus, Ohio, says ARSA "produces a significant reduction in collision risk" with some increase in controller workload and no measurable impact on delay. FAA already has proposed a rule to make ARSA a permanent fixture at the two airports, along with Baltimore/Washington International, as the first step in establishing ARSAs as a replacement for Terminal Radar Service Areas (TRSAs) at 137 locations. ARSAs require pilot participation while TRSAs are voluntary.

Washington Report

NOTHING  
SUCCEEDS  
LIKE  
SUCCESS.





From left to right are Connie Roe, Nila Reitz, Lou Sudano, Spencer Hill, all of the Regional Operations Center, and Jo Ann Thomas, Anchorage Flight Service Station, who received awards from Director Frank Cunningham for their "untiring efforts in providing excellent services to the FAA Regional Office and the National Transportation Safety Board during the rebuilding period of ROC from July to October 1984." Dave Brown, evaluation specialist, Air Traffic Division, who was not available for the picture, also received an award for his taking charge of the project to rebuild ROC.



Shelly Sanderford, clerk typist, Word Processing Branch, received a Special Achievement Award from supervisor John McCumiskey for her work in the Administrative Resource Pool, but "most noticeably" in the office of Human Resources Specialist and the Word Processing Branch.



Shirley Rodger, administrative assistant, FSDO-63, is being presented with an Outstanding Performance Award for a job very well done during the past year from Sid Stone, manager.



Richard Sorensen (right), air traffic controller, Merrill Tower, was presented a Special Achievement Award for sustained superior performance by area manager Gary Near.



Ed Billiet (right), operations officer, AAL-460, receives his 30-year service pin from Al Bruck, manager, Airway Facilities Division.



## Medical notes -

by AAL-300

Dear Doctor:

What do the high and low numbers of my blood pressure mean?

The high number is called the systolic reading. This measures the pressure in the blood vessels when the heart is pumping. The low figure is called the diastolic reading. It measures the pressure between pumps, when the heart is at rest. The blood moving through the body causes pressure in the blood vessels.

Dear Doctor:

I lead a fairly sedentary lifestyle, work behind a desk and try to work on a home improvement project on the weekend. I have noticed that I am having low back pain. Any suggestions for me?

Usually chronic back problems are the result of poor balance and tone of the supporting muscles of the back. Weak or lax muscles are usually found on one side with tight muscles on the other side. This puts undue pressure on the delicate soft tissue of the back. Exercises that stretch the tight muscles and/or strengthen the lax ones will in most cases alleviate or prevent the back pain. The Medical Division has some exercises for routine back care.

Dear Doctor:

I have just recently had a blood chemistry profile done. What does HDL and LDL mean?

LDL (low-density liprotein) is like the body's oil truck, circulating the blood, delivering fat and cholesterol to the cells. Studies have shown that the higher the level of LDL, the greater the risk of atherosclerosis. HDL (high-density

lipoprotein) appears to play a salutary role, helping remove cholesterol from circulation and reducing the risk of heart disease.

Dear Doctor:

I fell on the ice in front of the fire station and hurt my ankle a week ago and it still hurts me. What should I do?

Sounds as if you received a severe sprain to your ankle. A sprain often takes a good while to heal. Continue to support the area by wearing good foot gear and keep the area elevated as much as possible. An ace bandage may be beneficial. Be sure that you don't wrap the area too tightly.

Dear Doctor:

I have noticed since I moved to Alaska I have nosebleeds from time to time. Is there anything I can do for this?

Because of the dryness of our climate here in Alaska in the winter it is easy for our mucous membranes to dry out. The nasal mucosa becomes irritated from the dry air. You can apply pressure to the nose for a few minutes while in a seated position with the head slightly tilted forward so that the blood does not seep into the nasopharynx. Try to avoid blowing the nose too hard and blow through both nostrils at the same time. Keep some form of humidifying device in the home. Drink plenty of fluids to help keep the membranes moist.

Dear Doctor:

I have a teenager at home and when I started to wash a pair of jeans for him I pulled out a plastic bag that appeared to be dried parsley. Do you think that I should be concerned?

By all means. This was probably a bag of marijuana. Initiate some non-threatening communication with this child and question him about this substance.



## **\$5.13 billion has been requested**

The Reagan Administration has asked the Congress for \$5.13 billion to run FAA in FY 86 and finance its improvement programs.

For the most part, FAA escaped the heavy budget cuts that hit most non-defense agencies, including other elements of the Department of Transportation. The overall DOT budget request was down 13 percent from the FY 85 level, whereas the FAA request dropped only four percent.

One reason FAA fared so well is that 85 percent of the total FY 86 request is to be financed from user taxes through the Airport and Airway Trust Fund.

Among the highlights of the budget request was funding for the Airport Improvement Program, \$1 billion mark for the first time in history in FY 86. The \$1.017 billion request is \$92 million above the FY 85 program level.

FAA also did well in "Operations," which is the money used to pay most salaries and keep the agency running on a day-to-day basis. The request for \$2.659 billion represents a \$55 million increase over the FY 85 level of \$2.604 billion.

On the other hand, the Facilities and Equipment request dropped \$213.5 million from the FY 85 record level of \$1.36 billion to \$1.146 billion. The reduction will require some rescheduling of NAS Plan programs.

Also taking a cut is the proposed budget for Research, Engineering and Development. The FY 86 request for \$196.5 million is 25 percent under the current spending level.

The total number of positions in the FY 86 budget request is 47,515, which is a slight reduction from the FY 85 level of 47,918. However, the rebuilding of the air traffic control

system will not be affected since funds to train 1,872 ATC initial qualification enrollees are included. Moreover, controller end-of-fiscal-year staffing is slightly higher than the FY 85 end-of-year figure and is adequate to handle forecasted traffic increases.

Washington Report



## **Controllers are purer than "ivory"**

A well-known soap used to advertise that it was 99 and 44/100 percent pure. Well, the controllers at FAA's en route air traffic control facilities are doing even better than that when it comes to handling traffic. A report on facility performance during the first quarter of Fiscal Year 1985 shows the 20 centers handled 99.98912 percent of all flights (3,831,255) without an operational error. Even more important, the report notes that all of the centers, except one, improved their performance over the preceding quarter. The overall improvement rate was 36 percent.

Washington Report



## ASDE recognition

Numerous people contributed to the successful installation and operation of the new ASDE (airport surface detection equipment) at Anchorage International Airport. We wish to continue our recognition of these people who completed what would normally have been an 18 month project in six months. With a hearty thank you for a job well done, we recognize:

Al Hansen, AAL-450B, program manager, was responsible for AAL involvement in getting ASDE components here from manufacturers in New York and California; obtaining the project authorization and funds; getting decisions on where and how to install it in the allotted time frame; having the design for installation prepared and coordinated with folks in New York, New Jersey, and California; having the installation work done and closing out the project. Although other offices accomplished much of this work, Hansen was responsible for seeing that it got done.

Bob Bransky, AAL-452, electronics project engineer (radar), was responsible for coordination of refurbishment work (on the radar components at the manufacturer's plant) with local preparations for assembly of the components and installation work on and in the tower. Bransky worked on the actual assembly of the roof-mounted components in the AMB hangar, and on the installation of the radar electronics equipment. Marvin Pelfrey, electronics engineer, AAL-452, assisted Bransky and reviewed the electrical and electronics design work done by the contractor.

Bill Arnold, AAL-451, environmental project engineer, was responsible for getting an engineering evaluation of the tower's ability to support the radar, and once this was determined, for preparation of drawings and specifications for the construction work, and for coordination with the Logistics Division during the construction contract. His job also included obtaining preliminary estimates, justifications, project description, design criteria, construction requirements and work requirements for the Architect/Engineer (A/E) firm.

Marylyn Alfsen, AAL-55A, contracting officer, was responsible for preparing contract documents necessary to obtain services of an architect/engineering firm. This was the first A/E contract under the new Federal Procurement regulations to be written in the Alaskan Region, which meant all contract phraseology had to be rewritten. A three-stage contract was developed for study, design and construction surveillance. The A/E selection process was Alfsen's responsibility, as was the price negotiation with the firm selected, and subsequent communications between FAA and the A/E firm.

Marie Johnson, AAL-55A, contracting officer, was responsible for preparation of contract documents necessary for a contract to install the radar on the tower. This was a negotiated contract, due to the short schedule, which necessitated additional effort, in the form of justifications, reviews and documentation. Johnson administered the construction contract through the contract acceptance inspection.

Jim Houston, Anchorage AFI, radar technician, was responsible for operation of the ASDE, coordinated renovation of the radar electronics equipment at the factory and installation at the tower.





John Lawrence, AAL-451, civil engineer, was responsible for preliminary review and structural analysis of the original tower design, participated as a member of the A/E selection team, attended meetings with the A/E for review of analysis and design work, and reviewed structural submittals during early stages of the construction contract.

Leon Getz, AAL-451, electrical engineer, participated in meetings with the A/E for preliminary design review and in familiarization tours of the building with the A/E. He was assisted by Gus Cukurs, electrical engineer, AAL-451.

Cecil Osborne, AAL-452A, electronics installation unit supervisor, coordinated rearranging/removing electronic equipment and antennas in preparation for the ASDE antenna equipment and roof-mounted assembly.

Cal Hoggard, Anchorage-AFS, TSO, represented the sector office in review meetings with the A/E; served as principal contact point, together with Dwight Meeks, for the sector during the project.

Mary Fran Johnson, AAL-55A, supervisor, was responsible for coordination of all project contractual efforts and prepared justifications for shortened hiring process for the A/E.

Frank Berry, AAL-451, supervisor, prepared the request for negotiated, rather than bid, contract for construction work to meet tight schedule.

Carla Follett, AAL-58, real property specialist, obtained the State construction permit for the radar installation at the tower.

Dick Freeman, AAL-463, supervisor, participated as a member of the A/E selection team.

Ed Maciariello, Anchorage-AFI coordinator, served as principal contact point for Airway Facilities at the tower during design and construction.

Billie Cox, Bob Dolan and Jerry Wylie, Anchorage Tower, served as air traffic contact points at various stages of the conception, design and construction.

Fred Nunley and Mike Rearick, AAL-52, provided laminated plastic safety signs for installation on roof-mounted working platforms on the tower.

Bob LaBelle and Billy Rhodes, ANC FIFO, provided space in the FAA hangar for assembling the roof-mounted radar equipment.

Director's Award Plaques are being prepared to present Coffman Engineers, Inc. and Steenmeyer Corporation for their part in installing ASDE.

Coffman is being recognized for the "innovative structural designs related to the installation of the ASDE at Anchorage International Airport which resulted in on-time installation and a substantially reduced cost" (\$114,800 savings to FAA).

Steenmeyer will be recognized for an "expeditious and efficient installation of the ASDE atop the Anchorage International Control Tower resulting in on-time installation with minimal disruption to air traffic control activities.

As you can see, it takes a large amount of teamwork (One FAA) to complete a project like this in six months.

***Thanks for a job well done!***





Gene Morris (left), accident prevention specialist, AAL-253, is presented with a retirement gift from Tom Westall, manager, Flight Standards Division, at a coffee and cake in Gene's honor. He retired after 22 years of federal service. Good luck, Gene.



Mike Tallman (left), area supervisor at Anchorage ARTCC, received a Distinguished Graduate Award from the supervisory training school for the high score he achieved in the course. Jimmie Vaughan, air traffic manager, presented the certificate.



Martha Round, secretary, Planning and Program Branch, AAL-610, receives a beneficial suggestion certificate and a cash award of \$350 from Robie Strickland, manager, Airports Division. Her winning suggestion was to acquire continuous letterhead computer paper followed by one sheet of non-letterhead paper with carbons for correspondence of more than one page. Congratulations, Martha.



Al George (right), manager, ZAN-AF Sector, receives his 30-year service pin from Al Bruck, manager, Airway Facilities Division.



Jeffrey F. Lakshas (right), air traffic control specialist, Anchorage FSS, recently received a Special Achievement Award from his supervisor, Robert D. Turner, for his outstanding performance this past year. Congratulations, Jeff.



Ray Marley (right), assistant sector manager, Fairbanks AF, presents Spike Arnold, supervisory electronics technician, Nome AF, his 15-year service pin.



## Around the region

Welcome aboard to Margaret Moore, clerk/typist, AAL-9. She is providing telephone coverage, filing and light typing - all of which is providing a valuable service to the Civil Rights Office. She comes to FAA from Vocational Rehabilitation.

\* \* \* \* \*

Congratulations to Diane Lehmann, secretary, Anchorage Center, on the recent addition to the family. Diane had a baby boy, Derek Orlando (named after his father), on February 12. He weighed 8 pounds, 12 ounces. Derek joins a big sister.

\* \* \* \* \*

A big thank you to Shelva Deibler and Cleo Ossenkop of the Alaskan Region's accounting office for their assistance to the Alaskan Region Payroll personnel in Oklahoma City in the computations of COLA backpay entitlements.

\* \* \* \* \*

Herb Gray, Nome Central Maintenance Facility, was recently credited with a save when his "quick thinking, courage, and skill" resulted in the safe landing of Ryan Air Flight 345 from Unalakleet. The localizer had failed due to faulty power cable during low ceiling and visibility conditions and Ryan had already made an unsuccessful pass attempt to land. Gray restored and certified the system when he heard the pilot's plight. Flight 345 landed safely.

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A big thank you to Sandra Frederick, telecommunications, AAL-58C, for all her hard work in putting together the new February 1985 Alaskan Region telephone directory.

\* \* \* \* \*

The 12th Special Forces Group "Airborne" presented Certificates of Appreciation to Big Delta Flight Service Station Specialists Leon Butler, Bill Clark and Mike Betts for their outstanding support during Brim Frost 1985. Fairbanks FSS manager, Dick Tomany reports, "This is a typical example of the outstanding work these specialists produce." Congratulations to all three of you.

\* \* \* \* \*

Speaking of Brim Frost, roving reporter Mike Caskey (Kotzebue Flight Service Station) tells the following story.

"On January 24, 1985, Greg Deveraux, air traffic control specialist at Kotzebue Flight Service Station, became the first victim of operation Brim Frost. During a snowmachine hunting/target practice trip, Greg was captured by the AANG and became our only resident POW and was held for one hour, nearly becoming an MIA. He exercised his rights under the Geneva Convention and was allowed to escape to perform his ATCS duties in support of Brim Frost."

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Tom Carter, accident prevention specialist, FSDO-63, conducted safety meetings at the Anchorage Community College on February 4, 5 and 7. Seventy-four people attended the meetings. The main topic discussed was "Vertigo" (a disordered state in which an individual or his surroundings seem to whirl dizzily).

\* \* \* \* \*

Congratulations to Rheta Johnson, management analyst, AAL-62, on receiving a Special Achievement Award for sustained superior performance. She is "willing to tackle the tough issues and has displayed the tenacity to stick with the lengthy processes required to effect solutions to many issues."

\* \* \* \* \*

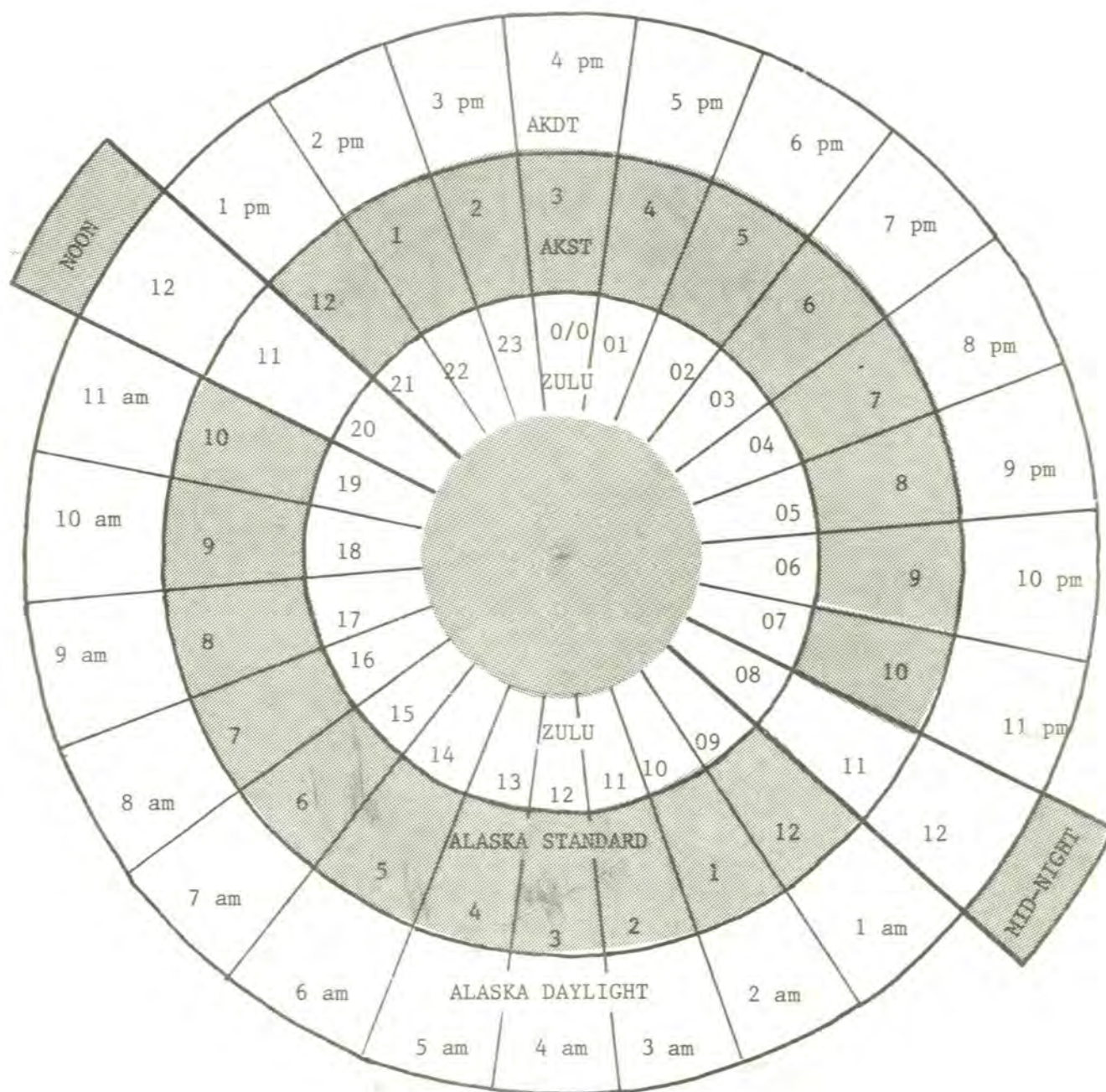


"THE (ALASKA) ZULU TIME KEEPER"

Z = Zulu ..... Greenwich Mean Time (GMT)

AKDT ..... Alaska Daylight (Saving) Time

AKST ..... Alaska Standard Time



Courtesy of the Alaskan Region, FAA, Regional Operations Center