



U.S. Department
of Transportation

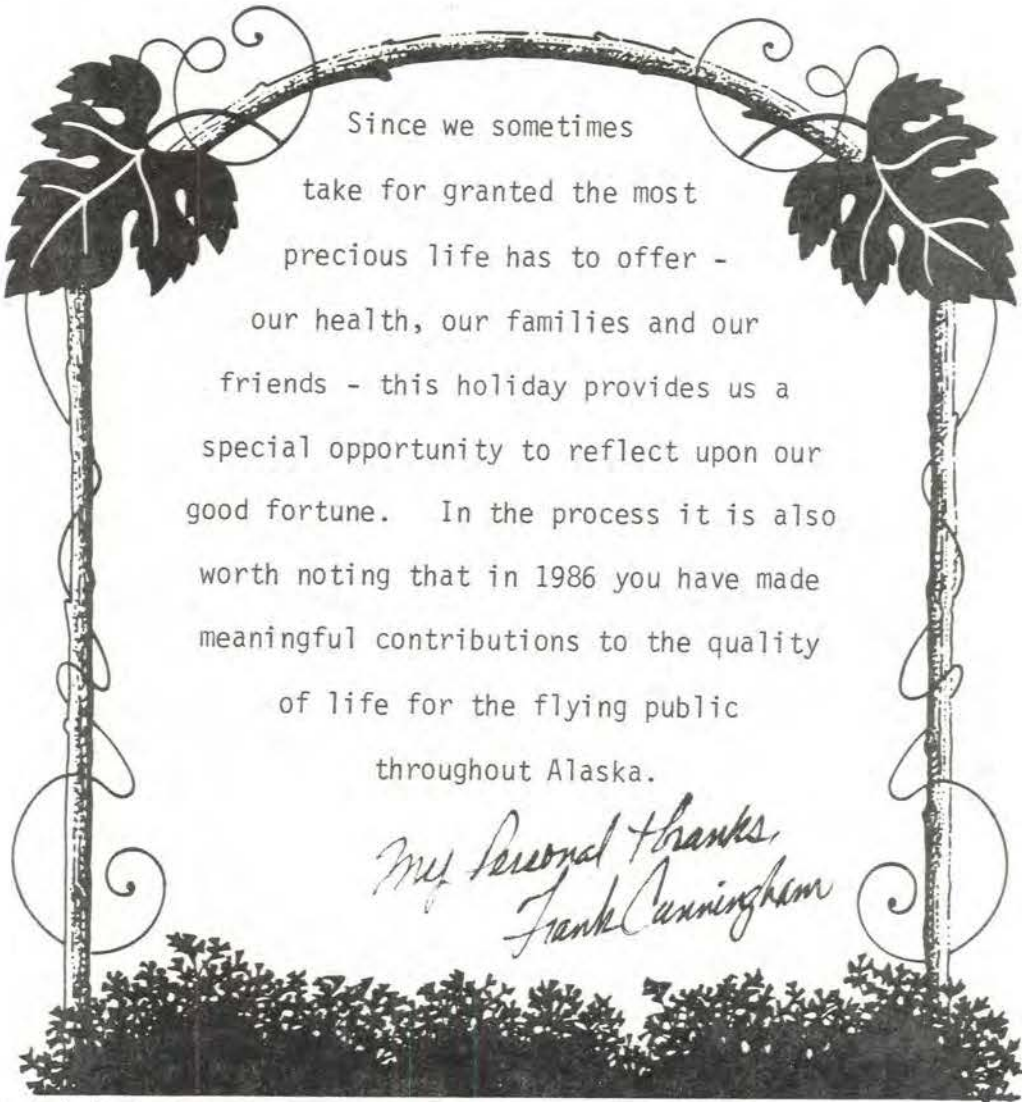
**Federal Aviation
Administration**

11/29 77
intercom:

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

November 1986

86-18



Since we sometimes
take for granted the most
precious life has to offer -
our health, our families and our
friends - this holiday provides us a
special opportunity to reflect upon our
good fortune. In the process it is also
worth noting that in 1986 you have made
meaningful contributions to the quality
of life for the flying public
throughout Alaska.

*My Personal Thanks
Frank Cunningham*



THANKSGIVING

Open season

As noted in last month's issue of Intercom, Federal Employees Health Benefits Open Season is from November 10 through December 5, 1986. Alaskan Region employees may enroll in any of the first 13 plans listed in the Plan Comparison Brochure for 1987. New enrollments and changes in enrollment will be effective January 4, 1987.

Except under the most extenuating circumstances the changes and new enrollments must be dated not later than December 5, 1986, and forwarded to Jean Pershall, employee relations specialist, AAL-16.

If you have questions please contact Jean at 271-5816.

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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.

FAA World returns

Within a month, the FAA will publish a new 12-page tabloid version of FAA World. The new monthly publication not only will present news and features in a livelier and more readable format, but also will significantly reduce printing costs in comparison with the old magazine format.

Articles in the November issue will focus on FAA's new drug testing program, improved surveillance and communications on the North Pacific (NOPAC) routes, FAAers honored at the DOT's annual awards ceremony, the Air Traffic Facility of the Year winners and the opportunities afforded by ICAO job assignments. There also will be a new "Federal Notebook" feature designed to keep employees up to date on changes in personnel and retirement programs.

Wheeler gets thanks

The following is an excerpt from a letter received by Jeff Wheeler, air traffic controller, Cold Bay Flight Service Station.

Dear Mr. Wheeler:

"Reeve Aleutian Airways wishes to express our thanks for your assistance in dealing with the medical emergency that occurred September 17, 1986, on Flight 186.

Our captain and flight attendant both commended your actions as professional.

Once again, thank you for your efforts in response to the emergency. Please accept the flight bag and hat as a token of our appreciation, and for being a part of Team Reeve."

Sincerely,
John G. Isgrigg, Director
Training, Safety, Security

Winter driving

from: Harold Brown
AAL-52B1

The winter season is fast approaching says the nip in the air and the snow coming down the mountains. Here are a few tips to make the winter more enjoyable for vehicle operators.

1. Have your vehicle tuned up and in good running condition.
2. Have good winter snow tires; i.e., all-season radials, studded snow tires, or carry snow chains. Tires should be properly inflated.
3. Clean all windows before putting the vehicle into motion. There is a fine for each window that is not cleared if the police should stop you.
4. When braking at any time, remove your foot from the gas pedal and tap the brake gently several times to eliminate skidding. Also, place the car in neutral to help cut down on skidding in an emergency situation.
5. Leave sufficient space between you and the car ahead during inclement weather - 1 car length for every 10 mph.
6. Dress accordingly. Remember the weather can change rapidly so be prepared. If you are not wearing warm boots, gloves, ear coverings, etc., keep them in the car. An accident can happen to anyone at anytime and without proper clothing frostbite or hypothermia could be the result.
7. Keep a blanket, a shovel and a working flashlight with you for emergency situations. The life you save may be your own.



Hotline numbers

ADMINISTRATOR'S HOTLINE:

FTS 267-9532 or
(202) 267-9532

SAFETY HOTLINE:

800-255-1111

CONSUMER HOTLINE:

800-FAA-SURE

DOT/OIG HOTLINE:

800-424-9071

GAO HOTLINE:

(202) 789-0232

3% pay raise

The January 1, 1987, raise for federal employees including GS and WG, will be 3 percent instead of the 2 percent recommended by the White House. The authorization for the 3 percent raise for civilian and military employees was included in the 1987 Appropriations Bill signed October 22 by President Reagan. While Congress had previously recommended 3 percent hikes across the board, the White House recommended 2 percent for civilian employees and 4 percent for military personnel.

FEDERAL PAY SCALES FOR WHITE COLLAR EMPLOYEES

GS	1	2	3	4	5	6	7	8	9	10
1	9,619	9,940	10,280	10,579	10,899	11,087	11,403	11,721	11,735	12,036
2	10,616	11,073	11,430	11,738	12,066	12,215	12,564	12,913	13,262	13,611
3	11,803	12,196	12,588	12,981	13,374	13,767	14,160	14,553	14,946	15,339
4	13,248	13,690	14,132	14,574	15,016	15,458	15,900	16,342	16,784	17,226
5	14,822	15,316	15,810	16,304	16,798	17,292	17,786	18,280	18,774	19,268
6	16,621	17,072	17,623	18,174	18,725	19,276	19,827	20,378	20,929	21,480
7	18,356	18,970	19,582	20,194	20,806	21,418	22,030	22,642	23,254	23,866
8	20,333	21,011	21,689	22,367	23,046	23,723	24,401	25,079	25,757	26,435
9	22,458	23,207	23,956	24,705	25,454	26,203	26,952	27,701	28,450	29,199
10	24,732	25,596	26,380	27,204	28,028	28,852	29,676	30,500	31,324	32,148
11	27,172	28,078	28,984	29,890	30,796	31,702	32,608	33,514	34,420	35,326
12	32,967	33,663	34,739	35,825	36,911	37,997	39,083	40,169	41,255	42,341
13	38,727	40,018	41,309	42,600	43,891	45,182	46,473	47,764	49,055	50,346
14	48,763	47,288	48,813	50,338	51,863	53,388	54,913	56,438	57,963	59,488
15	53,830	56,694	57,418	59,212	61,006	62,800	64,594	66,388	68,182	69,976
16	63,135	66,240	67,345	69,450	71,555	73,660	75,765	77,870	79,975	
17	73,958	76,423	78,888	81,353	83,818					
18	86,562									

*The rate of base pay payable to employees at these rates is subject to the rate payable for level V of the Executive Schedule, which would be \$70,000.
SOURCE: Office of Personnel Management

People and awards

** LETTER OF COMMENDATION **

Peter S. Smith, air traffic control specialist (ATCS), Fairbanks Flight Service Station (FSS)

** LETTERS OF APPRECIATION **

Jack Maywood and Bill Hedrick, maintenance mechanics, North Alaska Sector Field Office

Steve Groeneveld, ATCS, Dillingham FSS

** 35-YEAR SERVICE PIN **

Phil Hatzfeld, supervisory electronics technician, Nome Sector Field Office

** 3- YEAR SERVICE PIN **

Lisa Welsh, ATCS, Dillingham FSS

** RETIREMENT **

Neil Thalaker, electronics engineer, AAL-450

** TRANSFERS/PROMOTIONS **

Phyllis Bremer, ATCS, transferred from the Fairbanks FSS to the Seattle automated FSS

Charles Kelly, formerly an ATCS, Anchorage FSS; now an accident prevention specialist, FSDO-62, Juneau

Sandra Ward, formerly AAL-16, now an employee development specialist, AAL-17

Doyle Shaw, ATCS, transferred from Juneau Tower to Fairbanks Tower

Kevin Cain, ATCS, transferred from Bethel Tower to Fairbanks Tower

Sally McMullen, ATCS, transferred from the training pool to Fairbanks Tower

Shaun Keane, ATCS, transferred from the training pool to Bethel Tower

Robert Alker, ATCS, transferred from the training pool to Juneau Tower

Agatha "Puggy" Eubanks, secretary, Fairbanks ATCT, has moved to Pensacola, Florida

Anthony McCray, ATCS, transferred from Merrill Tower to Los Angeles Tower

Myron Frost, ATCS, King Salmon, first duty assignment

Judith Kerr, secretary, AAL-460, has moved to Oregon

Flora Robinson, ATCS, trainee, assigned to Northway FSS

Michael O'Donnell, ATCS, transferred from McGrath FSS to Juneau FSS

Roslynn Reed, personnel management specialist, NW Mountain Region, has been selected as labor relations specialist, AAL-16 (pickup date December 7)

Dave Brubaker, human resource specialist, AAL-10; new employee

Leona Huffman, editorial assistant, Word Processing Branch, AAL-61, new employee

Gary Ellingson, ATCS, transferred from Juneau FSS to Minot, North Dakota FSS

Patricia Callahan, ATCS trainee, Kenai ATCT

David Patterson, ATCS, transferred from Dillingham FSS to McMinnville, Oregon

** DEATH **

Sherrod Kendall, FAA retiree, passed away on October 28, 1986; he was manager, Plans and Programs Branch, AAL-510, upon his retirement from FAA

"Back to basics"

The "Back to Basics" general aviation safety program will be closing out its first year of operation with a three-month look at safe aircraft fueling practices.

During the 12-week period that began October 21, approximately 80 accident prevention specialists (APS) will emphasize fueling and related safety problems at over 1,000 safety seminars across the country. They will be using special slide presentations and other materials to highlight four specific fueling problems and situations. They are (1) water contamination of fuel, (2) misfueling piston-engine aircraft with jet fuel, (3) when and when not to use auto fuel in aircraft, and (4) managing on-board fuel to insure a safe arrival at the intended destination.

Initiated January 1, 1986, for a three-year run, the Back to Basics program focuses on a new subject every three months. Those covered during the first nine months were takeoffs and landings, midair collision avoidance, and routine/hazardous weather problems. Administrator Donald Engen noted in a recent speech to the Aircraft Builders Council that more than 280,000 pilots attended safety meetings during the first six months of the program.

Carter bids adieu

from: Tom Carter
FSDO-63

"I want to thank everyone in the Alaskan Region who supported and made my work in the Accident Prevention Program so enjoyable.

In order to be successful, the Accident Prevention Program must have the support of many people, especially those in the bush who have the day-to-day contact with the working

pilots. I am very proud of the assistance I received from everyone - from scheduling meetings and getting attendance to actual presentations to the audience. There is no way an accident prevention specialist can ever work alone. I am sure my successor will need the same fine cooperation you gave me.

Again, I want to thank all of you. You have been great."

The preceding message from Tom Carter comes to you as he and Irene (AAL-204) head for Seattle's FSDO-61 at Boeing Field. Good luck to both of you.

News in brief

The FAA rule which requires smoke detectors to be installed in the lavatories of large airliners went into effect on October 29. These devices must be designed to warn pilots or flight attendants of undetected fires burning in the closed lavatories. The rule was adopted when inspections following the June 1983 fatal fire on an Air Canada jet indicated trash receptacles had lost their capability to contain fires with normal wear.

* * *

Through the first nine months of 1986, the FAA initiated certificate actions (suspensions and revocations) against 62 air carriers. There were 15 actions in August and September alone, all involving Part 135 operators. Since January 1, 1985, the agency has initiated a total of 114 certificate actions.

* * *

With a group of top FAA managers standing by, ground was broken for the new Management Training School buildings in Palm Coast, Florida, on October 16. The three buildings being erected at the new site are expected to be completed in about a year.

* * *

Here they are -



Dave Morse became the new manager of the Airway Facilities Division effective September 1986.

Born and raised in Brockton, Massachusetts, Morse served in the U.S. Air Force for four years prior to coming to work for the FAA in 1960.

Spending most of his FAA career in Alaska, Morse started at the Merrill Field Flight Service Station (FSS) as a trainee electronics technician. Before leaving Alaska, he also worked as an electronics technician at the Anchorage Tower, TRACON, RAPCON, International FSS and the Anchorage Air Route Traffic Control Center; he worked at the regional personnel office as a classification specialist and a staffing specialist; and was assigned to the Juneau Airway Facilities Sector as assistant sector manager.

From September 1979 to September 1980 Morse was an air transportation system specialist at the University of California, Berkeley.

He headed for Washington, D.C. in September 1980 to work at the FAA headquarters, returning to Alaska in 1982. Morse held three positions from that time until being selected to his present position.

Morse received his bachelor's degree in business administration from the University of Alaska, Anchorage, in 1974, and a masters in 1980 from the University of California, Berkeley, School of Transportation Engineering.

Morse and his wife, Beverly, have two children, both living in Anchorage.



James (Jim) Washington was recently selected as the new manager of the Logistics Division, AAL-50.

Born and raised in East Lansing, Michigan, Washington began his federal career in June 1978 as a Presidential Management Intern for the Department of Transportation at headquarters, Washington, D.C.

He first came to the Alaskan Region in September 1980 as a resource manager in the Air Traffic Division. In May 1982 he was selected as manager, Materiel Management Branch, AAL-52, where he remained until September 1984. At that time he transferred to Washington, D.C. as manager, Financial Management Branch, Acquisition and Materiel Service. He returned to Alaska in August 1986.

Washington obtained his bachelor of arts degree in sociology/urban studies from Dartmouth College in 1977, and his masters in public administration from Syracuse University in 1978.

Washington, his wife, Sandra, and two children reside in Anchorage.



Quentin J. Gates was recently selected as the air traffic manager of the Anchorage Air Route Traffic Control Center effective September 1986.

Gates comes to Alaska from the Central Region where he was the Air Traffic Operations and Resource Branch manager.

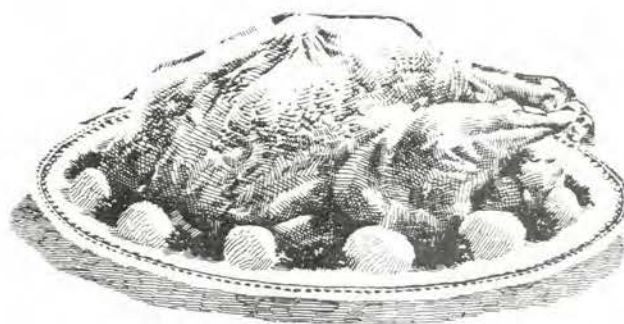
Born and raised in Altoona, Pennsylvania, Gates has been with the FAA for 24 years.

From 1962 to 1967 he was a controller at several towers in the Los Angeles area; he was a controller and training specialist at Denver, Colorado until 1975; he had long term training for a year before holding several staff specialist positions in the Southern Region's Air Traffic Division from 1976 to 1977; and he was an area supervisor at Birmingham, Alabama from 1977 to 1979.

From 1979 until coming to Alaska Gates was in the Central Region where he was a planning operations specialist in the Air Traffic Division; assistant manager and acting air traffic manager at the International Tower in Kansas City, Missouri; and Air Traffic Operations and Resource Branch manager.

Gates received his bachelor's degree in psychology and his masters in human relations from the University of Colorado.

He and his wife, Judith, have three sons, all living in the Kansas City area.



Civilair Club news

A TURKEY RAFFLE will begin the week of Thanksgiving and continue until Christmas. Two names each week will be drawn from our pool of members - if you are not a Civilair Club member you can buy your \$2.00 membership now from your division representative and you too may win a turkey.

FEDERAL EMPLOYEES' ALMANACS for 1987 will be ordered soon. Reserve a copy by contacting Marie Johnson, AAL-55B, 271-5862.

FUR RENDEZVOUS booster items will be sold by Civilair Club representatives again this year. You can insure getting your favorite souvenir by placing your order NOW with Jerry Wylie, Anchorage Tower, 243-4575.

Special specialists

by: Ray Ballantyne
former manager of the Bethel ATCT

In today's world of category III approaches, conflict alert, and airport surface radar, it may seem antiquated or even backward to consider a tower conducting most of its instrument operations through special visual flight rules (SVFR) clearances without any form of radar whatsoever. However, the people at Bethel Tower prefer to think of it as air traffic control at its grassroots.

Bethel is located on the western coast of Alaska near the Bering Sea and serves as the hub for more than 65 villages on the Yukon-Kuskokwim Delta, an area approximately the size of the State of Oregon. Bethel Tower is a level-I non-approach-control tower controlling the aircraft that serve this large area where there are literally no roads, and all goods and supplies must be transported by air or sea. During the long winter months, the Kuskokwim River freezes thick enough to support snowmachines, cars and even 18-wheelers. Some commodities are transported as far as 80 miles on this frozen waterway, which is plowed by local communities and the State of Alaska, and has a speed limit of 55 mph.

During the spring "breakup" and fall "freezeup" the river is unusable for transportation, leaving air service as the only alternative. The weather at this time is typically low clouds and low visibilities requiring SVFR clearance to operate in the control zone. This combination of events often creates busy days for the five specialists and manager of the tower.

Bethel Tower is the fifth busiest tower in the Alaskan Region, averaging close to 85,000 operations a year. The airport meets phase I of the qualifying criteria for terminal radar and an ASR with BRITE is in the budget cycle, but funding has not yet been

obtained. So the best piece of equipment to identify aircraft from the tower at this time is a good pair of binoculars.

Because Bethel's weather is directly influenced by the Bering Sea, and the terrain surrounding Bethel is virtually flat wetland tundra for 65 miles, it is not uncommon for stratus clouds below 1,000 feet above the ground to roll in and stay for days or even weeks at a time. Visibility varies with the type of weather system, but often remains good below the low overcast.

Single engine aircraft are primarily used by the ten air taxi operators in Bethel because most of the village airstrips are gravel runways less than 3,000 feet long. Flights conducted when the weather is below VFR minima are accomplished with SVFR clearances in the control zone, because single engine IFR operations by an air taxi aircraft are basically prohibited by FAR 135.

For these reasons Bethel Tower probably works more SVFR operations than any other tower in the system. It is not uncommon to issue over 150 clearances in one day, and over 7,000 have been issued in a year. The tower is given control of the Bethel control zone for conducting SVFR operations through a letter of agreement with Anchorage ARTCC. By employing visual separation through seeing the aircraft and issuing instructions to ensure separation, instructing pilots to maintain visual separation from aircraft they report in sight, using altitude separation from departing IFR aircraft, and of course the time honored one-in-one-out principle, SVFR operations are conducted in a safe and efficient manner.

With these separation tools, Bethel's "special" specialists go to work keeping the aircraft that deliver everything from Cokes to Pampers to the kitchen sink moving smoothly and efficiently. Once you get used to it, it is kind of nice to get back to the basics.

Medical notes - flu season

by: Mary Grindrod
AAL-300

The flu season is upon us and we have already had a number of questions about taking flu shots. Annual vaccination with inactivated influenza vaccine is considered the single most important measure to prevent or to lessen the severity of influenza infection and is recommended for high risk groups.

Vaccination against influenza is generally recommended for adults and children with chronic pulmonary, cardiovascular or renal disease; chronic metabolic diseases such as diabetes mellitus, chronic severe anemia such as sickle cell disease, or immunological impairment. Vaccinations are also recommended for residents of nursing homes and other chronic-care facilities, and for people who are 65 or older.

A clue to whether your medical condition is chronic would be if the cardiovascular or pulmonary systems are severe enough to have required medical follow-up or hospitalization during the preceding year. The age range of 65 or older would be considered a moderate medical risk of influenza related complications. If you have children who are receiving long-term aspirin therapy, they may theoretically be at a risk of developing Reye's syndrome after influenza infections. There is also some discussion about the benefit to nursing home residents; however, if receiving the vaccine does not prevent the influenza infection, it will decrease the severity of illness and prevent serious complications.

Receiving the vaccine can cause some adverse effects such as local redness, soreness, and induration at the injection site for a day or two in some patients.

Less often, fever, chills, myalgia and malaise may occur, beginning six to 12 hours after vaccination and lasting one to two days - such effects are more frequent in children who receive whole virus vaccine. Hypersensitivity reactions are rare, but the vaccines should not be given to patients who have previously had serious allergic reactions to eggs or egg products.

We are not offering the vaccine in our office this year. The vaccine is available through the Anchorage Health Department at 825 "L" Street. They are only interested in giving the vaccine to persons age 60 and over and to chronically ill people. The fee is \$10.00 and the injections are available Mondays and Wednesdays from 8 a.m. to 4:30 p.m. and on Thursdays from 1 p.m. to 6:30 p.m.

I checked with the folks at FIRST CARE medical facility, 3710 Woodland Drive, and they offer the vaccine for \$15.00.

If you want or need the vaccine, you may wish to check with your family physician.



288 to 160

The new limit on compensatory time balances for FAA employees will be reduced from 288 hours to 160 hours beginning December 20. Employees having a balance greater than 160 hours in the pay period ending December 20 (pay period 26) will be compensated for the difference between their balance and 160 hours. The paid off "comp time" will appear in checks dated December 30.

FY-87 budget

Congress and President Reagan have approved a \$4.8 billion appropriation to run the FAA in FY-1987.

Included in the FY-1987 appropriation law is provision for the 3 percent pay raise for all employees beginning in January.

As usual, "Operations" account for the lion's share of the budget. It is \$2.8 billion and provides for a controller workforce of not less than 15,100 by the end of FY-1987. It also specifies that 70 percent of the controllers eligible to be full performance level must achieve full performance status by that date.

Funds also are included for hiring 72 inspectors in addition to the 138 requested in the budget submission. Congress also added \$3 million to pay for the training associated with the directed hiring of controllers, inspectors and technicians.

Facilities and equipment spending for FY-1987 is pegged at \$804.6 million. Major projects include funds for ARTCC automation contracts and \$98.4 million for the continuing design competition phase of the Advanced Automation System.

The R&D budget is \$141.7 million. Major projects include airport security and weapons detection research, as well as the voice switching communication system program.

Safety commission is established

Before it adjourned October 18, the 99th Congress approved the establishment of an Aviation Safety Commission to study the FAA organization and functions with the aim of improving the agency's effectiveness and enhancing air safety.

The legislation calls for the seven Commission members to be appointed by the President within 30 days of the bill's enactment and to hold its first meeting within another 30 days.

Among the issues the Commission will examine are (1) whether FAA has adequately used its resources to ensure air safety, (2) whether its dual roles of promoting aviation and ensuring air safety conflict, and (3) whether it would function more efficiently as an independent organization. Also examined will be FAA management-employee relationships.

The Commission is scheduled to submit an initial report to the President and both Houses of Congress within nine months and a final report in 18 months.



Anderson a winner

A pioneer black aviator who influenced the careers of many past and current FAAers is this year's winner of the National Aeronautic Association's Frank G. Brewer Trophy.

He is Charles A. "Chief" Anderson who became the first black transport pilot in 1929 and later was chief pilot at the Tuskegee, Alabama, World War II training facility for black aviators. The trophy was presented to Anderson on October 15 by Chuck Yeager in Washington, D.C.

Tuskegee graduates still with the agency include Spann Watson and Lewis Still from air traffic, Ted Robinson and Joe Bennett from the Teterboro GADO, and Roy Ely from the Atlanta GADO. FAAers on the selection committee were Don Clausen and Philip Woodruff of Public Affairs.



Ed Kiss (right), manager, Fairbanks AF SFO, recently accepted, on behalf of the Fairbanks Airway Facilities Sector Field Office employees, a plaque from Dave Morse (left), manager, AAL-400, in honor of group performance from January through June 1986.

The presentation is part of an ongoing AF program to afford greater recognition of group accomplishments by field employees. Members of the Fairbanks AF SFO who performed in an exemplary manner included: Ed Kiss, Louise McVey, Paul Williams, Ted Shield, Robert Blake, Rex Boyette, Donald Copeland, Daniel Cryer, Daniel Deneen, James Penrose, John Bailey, Robert Salzman, Richard Johnson, Harold Durham, John Meszaros, Dennis Naylor, Gary Szmyd, Neil Johnson, Sherry McBarnes, Della Triggs, Mickey Longoria, Charles Popp, Roy Sam, Donald Schultz, Charles Gilmore, Cruz Torres and Alvis King.



Ann Roberts (left), financial clerical assistant - cashier, AAL-34, and Elwood Hussey (middle), lead travel voucher examiner, AAL-34, were the Alaskan Region's nominees for the 19th annual DOT Secretary's Award for Excellence. This award is presented to those who have achieved outstanding performance in all aspects of their work and deserve special commendation (GS 1 - 9 and wage grade 1 - 8). Fay Lauver (right), program analysis officer, AAL-421, was the region's nominee for the DOT Secretary's Award for Meritorious Achievement. This award is presented in recognition for exceptional achievement which substantially contributed to accomplishment of the Department's mission or major programs. Although these folks were not winners on the national level, they are definitely winners in the Alaskan Region. Thank you for your outstanding work.



Gary Ellingson (right), ATCS, Juneau FSS, receives a Letter of Commendation from Al Hester, area supervisor.



Brad Nelson (left), ATCS, Juneau FSS, receives a Special Achievement Award from Al Hester, area supervisor.



News

and

notes

by: Dave Palmer
ARTCC

The Alaska Regional Human Relations committee held its September meeting at King Salmon from September 23 to September 25. Our thanks to Bob Nelson, Irene Gross, George Reynolds and all the other FAA employees at King Salmon for their hospitality. Attendees at the meeting were Cheryl Jackson, Anchorage ARTCC; Terry Alexander, headquarters; Becky Moore, South Central; Linda Lang, Southeastern; Bob McMolin, Northern; Debbie West, advisor; Dick Brindley, advisor; Allen Hoffman, Western alternate.

NEWS:

- There are continuing questions on bid notification procedures, and the Human Resource Management Division has followed up on this by preparing an information letter for supervisors.

- The HRC has made a recommendation to the director to consider various methods of employee input in applying the FAA substance abuse policy to our workforce. We will distribute information on this as it becomes available.

NOTES:

- The regional HRC has recommended to the Air Traffic Division that bid points be awarded for time spent as controller-in-charge (CIC). We will have more on this as information becomes available.

- Hardship pay is still being worked by a regional office committee. If we receive any new information we will forward it in this column.

- The HRC has been asked to inquire into the POV shipment weight limit to see if it is set at an appropriate weight. This question has been taken to the region and we hope to have more information after the November meeting.

Next meeting: November 19-20, to be held at the Anchorage ARTCC.

It is the intention of the Regional HRC that this information be shared with all employees, managers, and Employee Participation Groups (EPGs). Linda Lang from Southeastern will be taking over NEWS & NOTES and any suggestions or comments should be directed to Linda or myself, Dave Palmer, Anchorage ARTCC, 269-1205.



CFC report

The FAA's South Central area in the Alaskan Region has reached 75 percent of its goal two-thirds of the way through the 1986-87 Combined Federal Campaign (CFC). \$20,665 of the \$25,000 goal had been contributed by 20 percent of the 868 employees in the area as of November 10, according to Michael Landon, chairman in the South Central area. Landon sends a big thank you to all the contributors and the keyworkers who have given of their time and money.

Myths and facts

The following information is the conclusion to the myths and facts regarding drug testing.

MYTH: A person can be identified as a drug user due to being present in a room where marijuana has been smoked.

FACT: The testing procedures and detectable cut-off level are such that an individual riding in an automobile, attending a rock concert, or being in a room where marijuana has been smoked would not be reported as positive in a drug test.

* * *

MYTH: Urine specimens can be misplaced or mistakenly identified as someone else's sample.

FACT: The chain-of-custody procedure is such that an individual urine sample is witnessed and controlled from the time it is provided by the employee or applicant through the testing procedure at the laboratory. Evidence tape is sealed on the specimen bottle. The employee or applicant personally signs and witnesses the sealing of the sample. Strict chain-of-custody procedures apply thereafter.

* * *

MYTH: Consumption of herbal teas and poppy seeds produce positive readings.

FACT: It is possible if someone consumed a sufficient quantity of European-type poppy seeds that traces of morphine could appear in the urine. The opium poppy (*Papaver somniferum*) is not grown or available in the United States and the poppies thus would not have opiate derivatives. In some European countries, the poppy seeds from bread or bakery products do contain this material. U.S. drug testing

laboratories have not reported measurable positive readings for morphine based on poppy seed consumption.

A specific herbal (coca leaf) tea, "Inca" brand, has been identified and is no longer available on a purchase basis in U.S. food stores. Consumption of such tea could provide trace elements identified as cocaine; however, such tea would have to be brewed from coca leaves which are prohibited in the U.S. The Federal Drug Administration has taken steps to prohibit food-stuff products from being sold unless the cocaine-derivative extraction process has been accomplished.

As a practical matter, tea presently available in the U.S. will not produce false positives. Poppy seeds in bread baked in the United States have not and would not provide false positives for morphine. Consumption would have to be with foreign substances outside the U.S. to produce these results.

* * *

Airports decline

Despite increases in aviation activity, the number of public access airports in the United States continues to decline. At the end of 1985, the nation had 5,858 public access airports, a drop of 2 percent from the 5,987 on the books at the end of 1983. Administrator Engen cited these figures in a recent speech to the National Association of State Aviation Officials in which he again warned that the United States needs new airports and additional capacity at existing airports if it is to meet projected traffic gains in the decades ahead.

DENVER CENTER PRESENTS

F.A.A. SKIFEST '87

ASPEN-SNOWMASS, COLORADO

23-28 FEBRUARY, 1987

February 23 - Bus leaves Stapleton International Airport 10:00 a.m. Box lunch provided.

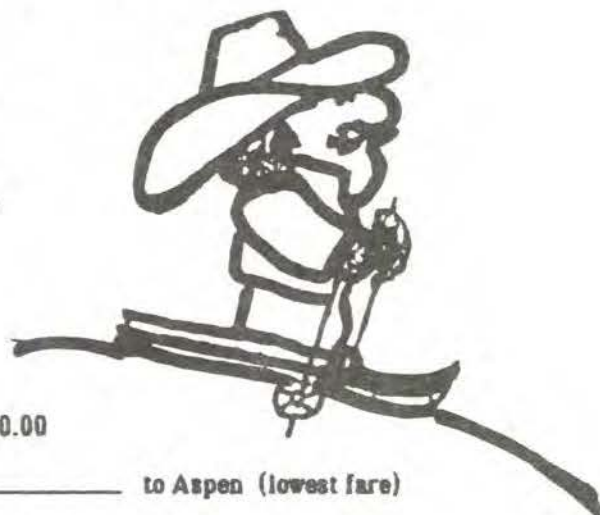
February 24 - Continental Breakfast, skiing

February 25 - NASTAR Race, group photo, mountain barbecue

February 26 - Skiing or shopping

February 27 - Fun Races a.m. Wine and Cheese party 4:30 p.m.

February 28 - Bus departs 10:00 a.m.



Please check package of your choice:

☐ Full Package- Bus, Condo, 3 day lift tickets, All events \$350.00☐ Condo/Events only - \$300.00 ☐ Please order air from _____ to Aspen (lowest fare)☐ Providing own transportation to Aspen☐ Events only - \$120.00

Names(s) _____ Address _____

_____ City _____

State _____ Zip _____

Home Phone () _____

FAA Facility/Employer _____ Work Phone () _____

Status: ☐ Married ☐ Single Age ☐ 20-30 ☐ 30-40 ☐ 40, over Sex: ☐ Male ☐ Female

Roommate's Name _____

Others in Same Condo _____

Bedding Preference: ☐ Queen w/ roommate ☐ Twin w/ roommate

Comments: _____

Mail registration and \$50.00 deposit per person to **SKIFEST '87**

2291 WEST EISENHOWER BOULEVARD

LOVELAND, COLORADO 80538

(Please make checks payable to Skifest '87)



YOUR CIVIL AIR CLUB PRESENTS —

CHILDRENS CHRISTMAS PARTY



SATURDAY, DECEMBER 6, 1986 — 1:30 to 4:30

ELMENDORF RECREATION CENTER

(SEE VICKIE SHERBURNE-AAL 450- IF YOU NEED A MAP)

PLEASE HELP WITH COOKIE DONATIONS CONTACT PATSY NORSWORTHY X5838

CLOWNS



PUPPETS



SANTA
CLAUS



CARTOONS

REFRESHMENTS

ALL F.A.A. CHILDREN WELCOME

PLEASE LET VICKIE KNOW BY MONDAY NOON - DEC. 1st THE NAMES OF
CHILDREN ATTENDING SO SHE CAN TURN IN A LIST TO ELMENDORF SECURITY.



