



ALASKAN REGION

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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ALASKAN REGION CHIEFS and SUPERVISORS CONFERENCE

cover story

Over 100 facility chiefs and supervisors attended a two day conference on May 19-20, 1975 at the Captain Cook Hotel. Photographs by Regional Photographer Hermann Kurriger and Public Affairs Officer Alex F. Garvis.



Updating Standards

The agency has issued a notice of proposed rule making to update and improve the airworthiness standards for aircraft performance flight characteristics and to make related changes in the operating rules. The notice is one of a series of notices issued, or to be issued, as part of the First Biennial Airworthiness Review Program established in February 1974 to assure timely and orderly revision of regulations with public and industry cooperation. Some areas specifically covered by the proposals are: takeoff decision speed, minimum control speeds, takeoff warning system, flight manuals, small airplane performance and spin requirements, helicopter rotorspeed warning, and helicopter never-exceed-speed with power off.

1974 Air Traffic Activity

The number of operations at FAA airport control towers, air route traffic control centers and flight service stations were only slightly changed from the previous year according to the recently published report on air traffic activity, Calendar Year 1974. There was a two percent gain at towers, a four percent increase at flight service stations and a one percent drop at ARTCCs. The



total number of operations (takeoffs and landings) at the 402 control towers was 57,687,516, compared to 56,553,953 operations at 386 towers in 1973. Chicago's O'Hare remained the nation's busiest airport with 665,331 operations. Total number of aircraft handled by the 27 ARTCCs in 1974 was 23,145,079, as compared with 23,348,832 in 1973. Again, Chicago was the busiest facility with 1.6 million aircraft handled. Next in line were: Cleveland, New York, Atlanta and Washington. The top ten ranking flight service stations in terms of flight services provided were Los Angeles, Miami, Chicago, Boston, Oakland International, Detroit City, Houston, Washington National, Atlanta and San Juan. Total flight services provided by more than 350 FSSs in 1974 were 59,345,766, a gain of almost four percent from the 57,219,450 recorded in 1973.

**DO YOUR THING
CONSERVE ENERGY**

June 20, 1975 -- 75-25

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FACILITY CHIEFS AND SUPERVISORS CONFERENCE

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Director Lyle K. Brown
Briefed the Conference



LEFT: Executive Officer Donald T. Keil, Jr., was the moderator of the Feedback Session at the Conference. MIDDLE: Dee Nelson, Elmendorf RAPCON Chief, made a report at the session. RIGHT: Richard Failor, the new Deputy Director, was at the two-day Facility Chiefs/Supervisors' Conference held at the Captain Cook Hotel.



Other Chiefs providing feedback were: 1--Lowell "Ricky" Oliver of Homer; 2--David F. Bartholomew of Bethel; 3--Charles Durand of King Salmon; and 4--Henry Bertuleit of Sitka.

Keeping It Colorful



Stricter standards should be developed for the intensity and reflectiveness of colors used to mark obstructions, such as towers, that pose a potential hazard to aircraft, according to a report issued by the agency. FAA already requires all ground obstructions that pose a potential hazard to be marked in alternating bands of white and orange--the combination, which, when fresh, is the most conspicuous. However, the current standards and color charts used by inspectors apply only to freshly painted surfaces and do not take into sufficient account the deteriorating effects of time, atmosphere, pollutants and other factors.

Advanced Radar Arrives

The most advanced airport surveillance radar ever built was delivered to the FAA Academy in Oklahoma City last week. Thirty-six more ASR-8 systems will be installed at high and medium density airports by September 1976. The system at the Academy will be used for technician training, and one system will be sent to NAFEC for research and development. Texas Instruments, Inc., is supplying the radars under a \$17.166 million contract. Advanced features of the radar include: dual beam for expanded low level coverage to improve detection of small aircraft; a klystron transmitter tube that doubles power output over present systems; integrated circuitry; and modular construction. The new radars will displace earlier ASR-4, 5 and 6 systems which will then be available for use at airports newly qualified for radar service.

CONTROLLERS TO GIVE ALERTS

FAA controllers have been directed to issue an immediate low altitude alert to pilots when, in the controller's judgment, the radar altitude display shows aircraft to be too close to the ground or obstructions. FAA also instructed ATC facility chiefs to brief controllers on the importance of providing this service as a first priority duty along with separation of aircraft from one another. ATC manuals will be revised to emphasize and clarify the requirement. The FAA action is responsive to a recommendation for issuance of such safety advisories on a mandatory basis made by the National Transportation Safety Board in connection with recent crashes in the Washington, D.C. area.



“FIX” FOR LONG-RANGE RADARS

FAA has attacked the problems of excessive noise, leakage and corrosion in 51 long-range radar systems by contracting for an engineering study to come up with a "fix." For years, the ARSR-1 and 2 (air route surveillance radar) liquid coolant systems, due to their alkalinity, have tended to eat away certain metal parts, while the pumping system based in Alexandria, Va., received a \$25,000 contract for a 13-week study which is expected to result in a design for modification kits that can be built by the Aeronautical Center.



FACILITY CHIEFS and SUPERVISORS CONFERENCE

More than 100 Facility Chiefs and Supervisors attended a two-day Conference on May 29-30 at the Captain Cook Hotel in Anchorage. The meetings brought together all three operating divisions for an "All Hands" briefing of the status of the Region by Director Lyle Brown. The conferees discussed mutual problems with other chiefs and the Regional Director. Also, on hand for the meetings were Richard Failor, the new Deputy Director; William Dalton, AT Division Chief; Al Bruck, AF Division Chief; Robert Judd, Acting FS Division Chief; George Woodbury, Jr., Manpower Chief; and Art Schwankl, Logistics Chief. E. I. Williams, Chief of Management Systems, was the Conference Coordinator.



What's New In The Library?

For the person who is a do-it-yourselfer, the Regional Library has some new reference books that may be of some interest. The new reference texts include:

McGraw-Hill Encyclopedia of Environmental Science focuses on the effect that human beings have had on their environment, and their role in preserving it for the future. Over 300 illustrated articles are included, from such diverse fields as meteorology, climatology, plant and animal ecology, conservation, geochemistry, oceanography, soil engineering, civil engineering, and many more. Standard Plant Operators' Manual by Steve Elonka is a nuts-and-bolts manual that shows every alert operator of energy systems equipment how to save fuel, stretch machinery life, and prevent shutdowns.

Dictionary of Architecture and Construction, edited by Cyril M. Harris features terms found on drawings and in specifications, those of building products and materials, and related terms dealing with their design, appearance, performance, installation, and testing.

Electronics Engineers' Handbook, edited by Donald G. Fink, brings together in one instant-reference volume the essential principles, data, and design information on the components, circuits, equipment, and systems of all the specialties that make up the field of electronics engineering.

These books may be borrowed from the Library, AAL-64, phone 4620, room 505 in the Hill Building.

CHECKING THE PULSE

How does the FAA Administrator keep himself informed on the daily workings of the aviation system? NASCOM is the answer--the National Airspace System Communications Staff, a group of specialists at Washington Headquarters who review reports from 21 enroute centers and important events regarding equipment, aircraft operations, delays, accidents and the status of large airports. The NASCOM staff condenses this information and briefs the Administrator and his staff every morning; each Wednesday all top Headquarters officials are briefed on the status of the system--both strengths and weaknesses. Information gained through field reports is carefully considered and often influences decisions on the allocation of funds. The NASCOM pipeline can frequently be the shortest and most effective route for focusing on essential technical matters.



ICAO Emphasizes Female Employment

The International Civil Aviation Organization has appealed to its member nations for extra efforts to assure that women are informed of job opportunities in ICAO. The appeal supports the goals of ICAO's parent organization--the status of women in national life, especially in employment, training, education, health and equal opportunity. One of these resolutions designated 1975 as International Women's Year. Although many ICAO job openings are highly technical, the organization cites such areas as legal, public information, language services, personnel, economics, budget and cartography as fields for which "applications from suitably trained women should be forthcoming in great numbers."

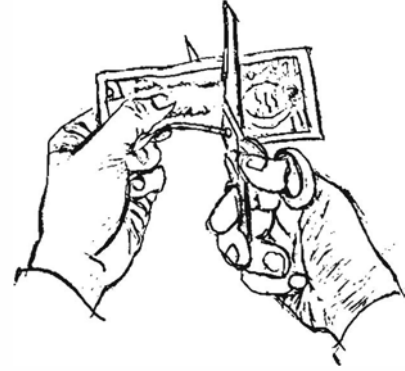
Facility Chiefs & Supervisors Conference



Conferees listened intently to Alaskan Region Director Lyle Brown's briefing on the state of the Region. Each attendee was given an outline of the briefing so that each could brief their personnel when they return to their own facilities. Brown's briefing covered more than 20 points of interest to all FAA employees.

Change In COLA

The Cost of Living Allowance (COLA) is decreased from 25 percent to 22.5 percent effective June 8, 1975. This affects only General Schedule employees in a 50 mile radius of Anchorage (Anchorage, Palmer, Big Lake, and Fire Island). The change is in accordance with FPM Letter 591-13 dated May 5, 1975.



We Heard You!

QUESTION. Regarding the 2 1/2 percent reduction to COLA to Anchorage area residents: If this reduction was based on new cost of living statistics and the Federal government is serious about this criteria, then why isn't the COLA raised in the bush? Surely there is more than a 2 1/2 percent difference between Anchorage living costs and that of the bush stations, or are we only to find these changes when it benefits the government itself?

ANSWER. The recent 2 1/2 percent reduction in COLA affected Federal general schedule employees whose duty location is within a 50 mile radius of Anchorage. Each year the Civil Service Commission conducts a comprehensive survey of living costs at locations where COLA is authorized. The survey involves collecting price data directly from retail outlets on a wide range of consumer goods and services, including food at home, tobacco and alcohol, personal care, furnishings and household operation, clothing, medical and dental care, recreation, transportation, domestic services, food away from home, automobile purchase, and housing.

These costs are then compared with those in Washington, D.C. With Washington at 100, the Anchorage area cost for 1974 was 121.3; Fairbanks was 129.3 and Juneau was 123.5. These statistics were the criteria used.

Since there is a statutory limit of 25 percent on COLA, any increase beyond 25 percent could come about only through legislative change.

We have heard that the statistical data on which the reduction was based was nearly a year old and may not be an accurate reflection of current costs in Anchorage or elsewhere. We are told that another survey is planned in July to provide for more current data and assessment of COLA factor.



EEO A Reality

Underlining the statement, "Equal employment doesn't just happen; it comes about because managers make it happen," Acting Administrator Dow has passed on to all FAA employees a memorandum on equal employment opportunity from President Ford. The President stresses that more than nondiscrimination and prohibition of discriminatory practices is required. What is needed, he says, "are strong affirmative actions to assure that all persons have an opportunity to compete on a fair and equal basis for employment and advancement in the Federal Government." In a Companion statement, DOT Secretary Coleman emphasizes that he expects the Department "to become a model in the provision of equal rights and opportunity for all persons, without regard to race, color, sex, age, religion or national origin."



REGIONWIDE

A--COMPLETE DIRECTED STUDY COURSES...Mrs. Mary John and Mrs. Virginia Fiehler of the Juneau FSDO received their diplomas from Facility Chief Sid Stone. B--30 YEAR MAN...Bill Hawkins of Airway Facilities Division receives a 30-year pin from Director Lyle Brown. C--JEANNINE LEAVES...Wearing her new "white hard hat" given to her by her co-workers Anna Petrishak and Jane Soper, Jeannine Tucker leaves the Mail Room for a new job at the Commissary. D--30 AND COUNTING... ATCS Richard B. Newton (left) receives his 30-year pin from Eielson RAPCON Chief Joseph Grube. E--ONE & THREE...Electronic Technician John Cole (left) gets two at a time, a 1 and 3-year pin, for his years of service from Charles Crawley, Eielson AFFO Chief. F--EXCEPTIONAL PERFORMER...Mike Baker (left) received a Special Achievement Award from Assistant Chief Bobby Lamkin of the Elmendorf RAPCON.



10 RECENT PROMOTIONS

NAME	TITLE, GRADE & LOCATION	BID NUMBER
<u>MPP SELECTIONS</u>		
ANGLETON, VIVIEN	SUPPLY CLERK GS-2005-5, TALKEETNA	74-094F
BAILEY, ROY	ET, GS-856-11, BIORKA ISLAND	75-045A
BARTELS, HARRY	GFET, WG-4740-11, AFAI/C	75-113A
BROOKS, FIRMAN	SATCS, GS-2152-12, AKN TWR	75-043B
CHRISTIANSEN, GARY	SATCS/T, GS-2152-12, KODIAK TWR	75-100B
COX, CHARLIE	ATCS/S, GS-2152-10, ANC IFSS	74-304B
DONNELLY, ED	AV SAFETY INSP, GS-1825-13, GADS	75-096A
HARVEY, JANE	ADMIN CLK, GS-301-5, AL-463	75-105A
HEIKER, KARL	GFET, WG-4740-11, COLD BAY	75-133A
HERNANDEZ, MANUEL	ET, GS-856-12, DEADHORSE AFFO	AL-75-063A
KORNELIS, NEAL	WOODCRAFTSMAN LDR, WL-4605-10, JNU	75-081A
MORAN, WILLIAM	ATCS/S, GS-2152-10, FAI FSS	AL-74-302B
STANFORD, HAROLD	ET, GS-856-11, FAI ARTCC HDQTRS	75-084A
STEWART, N. AUDREY	MAT SPEC, GS-2001-9, JNU	74-102F
SULLIVAN, NEAL	ATCS/S, GS-2152-10, ANC IFSS	75-304B
TUCKER, JEANNINE	WAREHOUSEMAN, WG-6907-5, LOG COMMISSARY	75-111A
VAN SANDT, FRANCIS	SUPPLY CLERK, GS-2005-4, HOMER	75-120A
<u>DEVELOPMENTALS</u>		
DAVENPORT, DAVID	ATCS, GS-2152-12, ANC ARTCC	
EVAN, GABRIEL	MAT SPEC, GS-2001-9, COLD BAY	
PRINCE, MICHAEL	ATCS, GS-2152-9, KENAI FSS	
SPANNAGEL, ANN	ET, GS-856-4, JNU AFFO	
SYCKS, VERNON	ET, GS-856-11, OTZ AFFO	
<u>REASSIGNMENTS</u>		
GILLESPIE, JOHN	ET, GS-856-12, ANC ARTCC	
PFAUTH, MARY	ET, GS-856-12, YAK AFFO	
SEITZ, JAMES	COMMUNICATIONS/EMERGENCY OPNS OFCR GS-301-13, AL-6	
WELSH, WESLEY	PROG ANALYSIST, GS-345-12 MOB	
<u>NONCOMPETITIVE PROMOTIONS</u>		
ALTIZER, ROBERT	SATCS/C, GS-2152-15, ANC ARTCC	
BELANGER, GERARD	SATCS/C, GS-2152-14, ANC ARTCC	
BURKEVICH, WALTER	SATCS/C, GS-2152-14, ANC ARTCC	
CUSACK, JAMES	SATCS/C, GS-2152-14, ANC ARTCC	
FINCH, DAVID	SATCS/C, GS-2152-14, ANC ARTCC	
GALE, LAURA	REALTY ASSISTANT, GS-301-5, AAL-50	
HOOSER, JAMES	SATCS/C, GS-2152-14, ANC ARTCC	
IVERSON, ALBERT	SATCS/C, GS-2152-14, ANC ARTCC	
JACKSON, FRANK	SATCS/C, GS-2152-14, ANC ARTCC	
KEINER, HENRY	GFET FMN, WG-4740-10, ANC ARTCC	
ROQUE, ERNEST	SATCS/C, GS-2152-14, ANC ARTCC	
SCOTT, GEORGE	SATCS/C, GS-2152-14, ANC ARTCC	
STEPHENS, ERLAND	SATCS/C, GS-2152-14, ANC ARTCC	
TARR, ROBERT	SATCS/C, GS-2152-14, ANC ARTCC	
THOMPSON, ROGENE	SATCS/C, GS-2152-14, ANC ARTCC	