

P-17, Bill Allen

P-~~17~~ - way long.

Debbie (west) Roth P-C. II - Computer use.

U.S. Department
of Transportation

Federal Aviation
Administration

April/May 1990 #90-05

Intercom

THEODORE R. BECKLOFF TO BE NEW REGIONAL ADMINISTRATOR

Theodore R. Beckloff, Jr., who is currently Director of Air Traffic Plans and Requirements Service, ATR-1, has been selected to be the Regional Administrator of the Alaskan Region, replacing **Franklin L. Cunningham**, who will retire in June after 37 years of federal service.

Beckloff began his FAA career in 1960 as an air traffic controller in Wichita, Kansas. He held instructor and supervisory positions at the FAA Academy, and has held air traffic management positions in numerous locations around the country.

He is an instrument-rated commercial pilot, a member of the Aircraft Owners and Pilots Association, and a graduate of the FAA's Executive Development Program.



(continued on next page)

BECKLOFF (continued)

Beckloff visited the Alaskan Region earlier this month and participated in the regional Managers Conference. He and his wife **Virginia** are expected to arrive in Anchorage in June.

GIVE THE GIFT OF LIFE

by *Norma C. Bonewitz, AAL-17*

On May 24, 1990, in Room C-135 of the Anchorage Federal Office Building, the FAA's annual blood drive will be underway. We are in the process of signing up 40 good men and women donors, and we need you to help make this effort a success.

As blood donors you can be sure that what you do really helps someone. The demand for blood continues to increase, and there is no substitute for human blood.

More than 95% of people who reach age 72 have used blood at some time during their lives. The 4 major reasons for their need, listed in order, are

- 1) cancer
- 2) heart and blood vessel disease
- 3) disease of the gastrointestinal tract and
- 4) emergencies such as car accidents and burns.

Remember that all blood donated will be credited to the FAA Blood Bank Club. Please take this opportunity to donate blood. Contact **Norma Bonewitz, AAL-17**, at 271-5974 and place your name on the list of donors.

Your lifeblood can make a difference, and we need you.

CARING FAA'ers

Ann Peavey Hoffer, AHR-10, wrote to thank Alaskan Region FAA'ers who gladly donated blood to her sister who was hospitalized in Anchorage. **Ann's** sister, who was becoming a new mother, needed the blood quickly. **Ann** talked to FAA'ers in the Air Traffic Division, and people she had never met responded. She wrote a special thanks to **Henry Elias**, Air Traffic Division Manager, and **Dan Lathey**

for "making it happen," and to the donors **Bill Brown, Orlando Sanchez, and Sherri Frickell**.

"Until a personal need arises, the stories one hears about the support that comes from being a part of the 'FAA Family' can't have the really deep meaning they now have for me," **Ann** wrote. "Words are truly inadequate. I do want you to know that I and my family are overwhelmingly grateful for your immediate and 'no questions asked' response."

Mother and new daughter **Sarah** are now doing fine.

Alaskan Region
Intercom

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REGIONAL ADMINISTRATOR
Franklin L. Cunningham

INTERCOM is published for the employees of the Alaskan Region by the Public Affairs Office. Articles and photographs are welcome. The submission deadline is the first Friday of each month.

If you have questions, suggestions, or complaints, call the Editor at 271-5169.

DANGEROUS MISSION

Roland Jones, Kenai ET, traveled to Lake Clark Pass on April 2, 1990, to work the Lake Clark East (QLE) High Site. While he was at QLE he found a volcanic rock about the size of a lemon. The QLE site is about 20 miles from Mt. Redoubt!

NEWS FLASH! NEW CHILD CARE CENTER BEING BUILT FOR FEDERAL EMPLOYEES

by Mary Lou D. Wojtalik, AAL-5B

Plans are in motion by the Anchorage Federal Executive Association to construct a building that will house the new child care center for children of federal employees. A lease was awarded by the General Services Administration (GSA) on April 20, 1990, to the owner of a vacant lot located on the north side of 5th Avenue in Anchorage (across from

the Sheraton Hotel) for the future site of the new facility.

The new child care center will be approximately 6,000 square feet in size with ample parking and playground space adjacent to the structure. Plans currently include accommodations for 60 children from 6 weeks to 6 years in age. A target date for the grand opening of the day care center has been set at Fall of 1990.

Enrollment will be based on a first-come-first-served basis, with preference being given to children of employees from initiating agencies (which includes FAA and BLM).

As mentioned in the December 1989 issue of **Intercom**, the Developmental Day School of Liberty, Utah, has been selected as the provider to run this federal day care center.

Watch future issues of the **Intercom** for more information on this subject, or call the **Employee Newsline** at 279-6544 for more up-to-the-minute news.

JUST FOR THE HALIBUT

The Civilair Club has made arrangements with Deep Sea Charters for our annual halibut excursion. The entire boat has been contracted for the following dates: Thursday 6/21, Saturday 6/23, Tuesday 7/17 and Saturday 7/21. Only 20 people can be accommodated per day for \$81.25 per person. Call **Pat Lucero** at 269-1110 for reservations. **DON'T DELAY...SEATS AND POLES ARE GOING FAST!!!**



CONDOLENCES

Claude Taylor Bagley, Sr., a retired carpenter with the Federal Aviation Administration, died peacefully March 27, 1990, in Anchorage. He was 83. **Mr. Bagley** recently returned to Anchorage to live with his daughter, **A. Carolyn Brundin**. After his retirement in 1968, he moved to Clarkston, Washington, where he received recognition for his community service.

MEDICAL NOTES

"Cancer Prevention and Nutrition's Role"

by *Pat Sanders, R.N.*

Certain dietary patterns, in particular diets low in fat and high in vegetables and fruit, are associated with a decreased risk of cancer. The American Cancer Society recently revised their recommendations and guidelines to provide healthful dietary advice that may reduce cancer risk. The guidelines apply to adults in good health and are not intended for young children, who have special nutritional needs, or for the elderly or other individuals who may have special dietary restrictions. The recommendations are as follows:

1. Avoid obesity. The American Cancer Society has found that there is increased mortality from certain cancers associated with obesity.

2. Cut down on total fat intake. Substantial

evidence from both human population and laboratory studies suggests that excessive fat intake increased the risk for developing cancers of the breast, colon, and prostate.

3. Include a variety of vegetables and fruits in the daily diet. Several constituents found in vegetables and fruits have been found to decrease the risks for a variety of cancers.

4. Eat more high-fiber foods, such as whole grain cereals, vegetables, and fruits. Dietary fiber is a term used to describe many food components that are not readily digested in the human intestinal tract. Studies of populations who live on a diet of largely unrefined foods high in fiber indicate that these substances appear to reduce the risk of colon cancer.

5. Limit consumption of alcoholic beverages, if you drink at all. Heavy drinkers who are also cigarette smokers, are at unusually high risk of cancers of the mouth, larynx, and esophagus.

6. Limit consumption of smoked, salt-cured, and nitrite-cured foods. Conventionally smoked foods absorb some carcinogens that are similar chemically to the carcinogenic tars in tobacco smoke. In parts of the world where nitrate and nitrite are prevalent in food and water, or where cured and pickled foods are common in the diet, stomach and esophageal cancers are common. The USDA is continuing to reduce the amount of nitrite in prepared meats and food preservation.

There is insufficient evidence to indicate whether or not food additives vitamin E, Selenium, artificial sweeteners, coffee, or cholesterol play a role in cancer risk reduction. The American Cancer Society has no specific recommendations about these items.

It is important to recognize that these guidelines represent positive steps to health and are a reasonable approach, based on current knowledge, to a lifetime adult pattern of prudent food consumption.

REUNION TIME

Biorka Island

Now is your chance to see your buddies, share stories and memories, and see beautiful Sitka, Alaska.

Roy (FAA retiree) and **Doris Bailey** are planning a Biorka Island Reunion on August 10-12, 1990, in Sitka for all FAA, Coast Guard, U.S. Army and other interested persons who lived on or had connections at any time with Biorka Island, Alaska. The reunion is open to everyone—even people who have never even been to Biorka.

Interested persons' mailing addresses are being sought for inclusion in the information mailings. For more information contact:

Roy Bailey
Box 953
Sitka, AK 99835
Phone: 907-747-5794

Nome

A couple of years ago Soviet World War II veterans who ferried American combat planes from Alaska through Siberia to the Soviet-German front proposed to their American comrades in arms: "Let's meet again! Let's get together! We'd have plenty to talk about, tons of memories to share!"

A reunion of "anyone who was involved in one way or another with the Alaska-Eastern Siberia-Front route" is planned for May 28 to June 5, 1990.

Forty-eight of the Soviet veterans plan to be in Nome May 28-31. Their planned itinerary includes

Fairbanks, May 31-June 2;
Anchorage, June 2-5;
Nome, June 5.

For more information, contact:

Theodore J. Suchecki
78 Emerson Road
Milton, MA 02186

or

Jim McLaughlin
Box 1431
Nome, AK 99742
Phone: 907-443-5377

FAA SEEKS NOMINEES FOR AVIATION EDUCATION AWARDS

Nominations are being solicited for the 1990 FAA Administrator's "Championship" Awards for Excellence in Aviation Education. Awards will be presented at the FAA regional level in September and national winners will be announced in October.

Championship awards will be presented in six categories to recognize outstanding contributions to the education of students, teachers, parents, and the public. The categories from which nominations may be made are:

States
Communities
Industry
Educators
Individuals
Youth Programs

Anyone can nominate a person or an organization for an award. More specific information about the nomination process and eligibility is available from **Mary Lou D. Wojtalik** at telephone 271-5293.

FAA ANCHORAGE EMPLOYEES OF THE YEAR

Four Alaskan Region employees have been chosen as FAA's Anchorage Employee of the Year for their exemplary work and civic involvement. FAA's nominees then competed with people from other federal agencies for the title of Outstanding Anchorage Federal Employee of the Year. Twenty-nine candidates were considered in four categories.



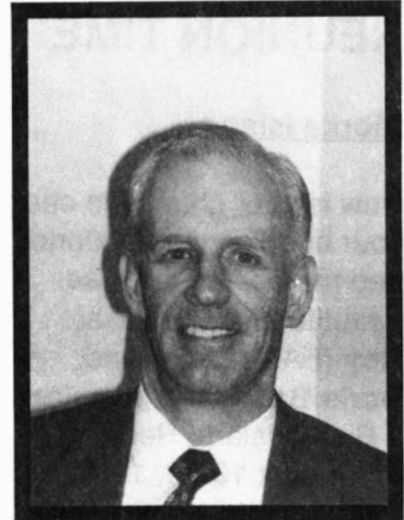
Category I, Grades 1-6: **Jeanne A. Overall**, Aviation Clerk, FSDO-03



Category II, Grades 7-11: **Debbie K. Roth**, Budget Analyst, Air Traffic Division *West*



Category III, Grades 12 up: **Frank Price**, Air Traffic Manager, Anchorage ARTCC



Category IV, Community Service: **Bob Lewis**, Manager, Resource Management Division

On April 11 the Anchorage Federal Executive Association honored federal employees with the 22nd annual awards ceremony. The winners were:

Category I: **Ann C. Dunlap**, legal clerk at Ft. Richardson

Category II: **Joy Krison**, employee relations specialist at Elmendorf Air Force Base

Category III: **Jordan M. Holloway**, deputy chief of orthopedic surgery, Alaska Native Medical Center

Category IV: **S/Sgt. Scott A. Speckhart**, non-destructive inspection specialist at Elmendorf Air Force Base.

PRO RATA ENTITLEMENT FOR HOME-SALE SERVICES

by *Marge Cholometes, AAL-16*

If an employee holds title to a residence with another individual who is not a member of the employee's immediate family (a divorced or separated spouse is not a member of the employee's immediate family), the agency is not authorized under the Federal Travel Regulations to pay for the full cost of relocation services real estate transactions. For example, where joint ownership of a residence exists between an eligible employee and an individual who is not a member of the employee's immediate family, the benefit derived from relocation services could accrue equally to the ineligible party. In this example, the agency will pay a portion of the contractor's fee for services, based on the employee's share of the residence. The employee will be responsible for paying the contractor the remaining portion of the fee.

Examples of pro rata situations include the following:

1. Duplex or other type of multiple occupancy dwellings.
2. Title to residence is held by employee and another party who is not a member of the employee's immediate family. (Separated or divorced spouse and non-dependent parents are not considered members of the employee's immediate family.)
3. Residences that have rental or income-producing units, or have land in excess of that which reasonably relates to the residence.

The contractor, through its homesale counselors or account executives, must notify the agency relocation services coordinator (RSC) and the employee when a pro rata situation exists, prior to making the guaranteed offer to the employee. The contractor shall agree with the employee on an acceptable method of payment to the contractor for the noneligible share of the

fee, based upon the maximum appraised value fee for the property. This means the 241 + days in inventory fee, which is currently 44.19 percent. The contractor always uses the highest fee percentage to calculate the employee's pro rata share because it is impossible to determine when the property will be sold and settled. If the property should sell and close earlier than 241 days in inventory, the employee would be refunded the difference between the 241 + day fee withheld and the actual days in inventory fee.

Provided there is sufficient equity, the contractor will withhold the calculated pro rata amount from the equity balance. If the pro rata amount is greater than the equity balance, then the contractor and employee must agree on the payment method to be used to make up the difference.

If you are not sure about any aspect of the third party relocation services program, please call the Alaskan Region Relocation Services Coordinator, **Marge Cholometes**, at 271-5803 for clarification.

FUN FACTS ON OUR FAA FAMILY

by Marguerite Reiss, AAL-463

The bowling alley owner looked askance when **Anne Lewis**, Printing Officer in AAL-52, asked to buy old bowling pins. "Go in there and get yourself some," he said. For 50 cents a pin, the battered and beaten old warriors took on second life, and in most cases laces and frills, as **Anne** got busy making doorstep dolls of such note that one received a first-place ribbon, best-of-show in senior textiles, and division champion at the



MOUSE MAGIC

Fur Rendezvous exhibits in Anchorage in February. **Anne** now has about 72 hours of doll-work ahead of her. A woman seeing the Fur Rondy doll called and ordered six, and another is ordering one to be specially packed and

shipped to the Lower 48 to a granddaughter. The dolls have the face of a mouse, are stuffed with quilt stuffing, stand over a foot high, and are gowned in everything from velvet to satin to antique lace.



Coming Into the Country

Former Michiganite **John Graham**, electronics technician in AAL-461, helicoptered to an oil rig in the Bering Sea to inspect nav aids. The rig was seesawing from 10 feet above to 10 feet down under the waves, forcing him to his knees before he got his sea legs geared into place. **John** hung tight to one side, staring at the understructure as the

rig rolled crazily and fog blanketed the sea. "Suddenly I knew we weren't going to get off that thing as planned; we were going to be there the whole night," he recalls. "I checked the nondirectional beacons and distant measuring devices, and took off for the pool hall." There **John** positioned himself and picked up his

cue stick just as a wave plunged the rig a dozen feet down toward the bottom of the sea. "First time in my life," **John** explains, "I sunk every ball in a pocket without touching a single one."

Sevard (Waggy) Wagenius, head of the Quality Assurance Section, AAL-464, is from Grantsberg, Wisconsin. He came to Alaska in 1958 with Northwest Airlines as a mechanic, later joining FAA and working as an electronics technician. "It was November 1966, and we were moving from Bethel to Juneau," he says. "We loaded all our household goods into a C-123, including an upright piano, a dog that had just had a pup, a pregnant cat, my wife and I and five kids under the age of 8. One was a little girl who screamed all the way to Anchorage where we stayed the night," **Waggy** recalls. The animals went to an Anchorage kennel, the little girl was diagnosed with mumps, and the plane refueled before the whole entourage proceeded the next day to Juneau. The ending? "The sheep dog lived 14 years; the little girl grew up and now has three of her own; and the plane was designated as historic, flown to Palmer, landed on a highway and towed to the Palmer fairgrounds, where it is today."

GOT A STORY TO TELL?

Ray Hawk and another retired FAA person are collecting stories of interesting experiences from former and present FAA Alaskans. They plan to combine the stories into a hand bound collection, with each contributor receiving one.

Mr. Hawk says, "Those of us in Alaska 30 years or more ago, as well as present residents, have a rich lode of firsthand experience to relate." He wants to get this "living history" recorded on paper, and he asks for stories about both flying and any kind of interesting experience. Write or call:

Raymond F. Hawk
21516 86th Avenue. W.
Edmonds, WA 98020
Phone: 206-774-0445

AVERAGE PAY

The average salary of federal employees including overtime of 8 hours per week, was about \$208 a month in 1945. Today it's around \$2400.

BRINGING HOME THE GOLD! 1990 ARCTIC WINTER GAMES

5 for 5 in Wrestling

Soldotna High School senior **Ryan Webb**, son of **Gene Webb** in the Kenai SFO, returned from Yellowknife, Northwest Territory, Canada, a gold medal winner. **Ryan** wrestled in the 125 lb. weight class at the Arctic Winter Games held March 10-17, 1990, winning all 5 matches.

Winning is no new thing for **Ryan**. At 119 pounds he won the 1989 title of state champion and presently holds an impressive record in high school wrestling of 17 wins and no losses. We're all proud of **Ryan** and his accomplishments, and wish him the very best in the future.

SNOWSHOE BIATHLON



Robin Moilanen, a clerk at North Alaska AF Sector Office, earned a gold ulu in snowshoe biathlon the second time she competed in the event at the 1990 Arctic Winter Games. She won a silver in the 3-kilometer sprint, her first biathlon ever, and 2 days later won the gold in a 5-kilometer event. The athletes ran 2 kilometers, then had eight shots from a prone position with a .22 caliber rifle to down five targets located 50 meters away. For each target left standing, competitors were assessed a 150-meter penalty loop, after which they ran 2 more kilometers, shot at targets from a standing position, and concluded with a 1-kilometer run.

time to slow down, enabling her to steady her aim. On her eighth shot, she hit the final target. "The first thought was 'All right, no penalty laps,'" she said.

Robin attributed her success to training hard on snowshoes this winter. She and husband **Steve** hunt caribou, and part of her interest in the snowshoe biathlon was to improve her marksmanship.

Two hours after arriving back in Fairbanks after the Arctic Winter Games, **Robin** entered the Iceman Triathlon, in which each participant skis 9 miles, snowshoes 6 miles, and runs 3 miles—all of this

The anchor on the Alaska open women's relay, **Robin** was the only competitor still on the trail when she slowed to a walk about 100 meters from the target area, which gives her heart rate

while carrying a backpack full of survival gear. Upon reaching the finish area, each competitor must build a fire, boil a pot of water, set up and tear down camp before they can cross the finish line. **Robin** was the women's winner, and the second person to complete the event.

Congratulations, **Ryan Webb** and **Robin Miolanen**.

MILD MANNERED JIM DERRY

When Civil Aviation Security Division Manager **Jim Derry** stepped into the new acoustic phone booth, his true identity emerged.



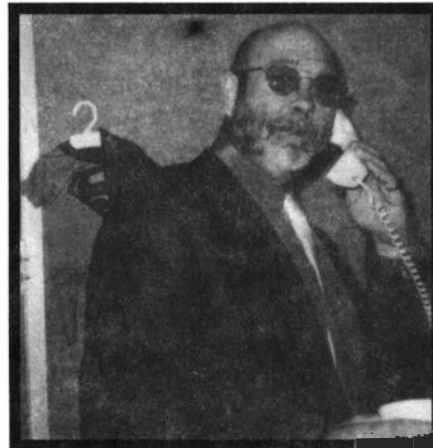
“For me.....or Char?”



“As unaccustomed as I am...!”



“Good thing it’s stretch material!”



“Delusions of grandeur.”

The acoustic phone booth is a new item in AAL-700, designed to provide privacy and security for the STU-III secure phone in the midst of our regional office open office concept.

GOVERNMENT-OWNED COMPUTERS: “FOR OFFICIAL USE ONLY”

All regional federal and contractor personnel are reminded that government computer equipment and software are to be used for official government business only. Any person who knowingly misuses the equipment or software is subject to disciplinary action and/or criminal prosecution. Remember: No grocery lists, no personal letters, not even your SF 171.

For further information, contact your office Automated Information System Security Officer, **Steve Powell**, AAL-710, at 271-5306.

WASHINGTON REPORTS

Harris Confirmed as Deputy Administrator

In a March 9 voice vote, the Senate confirmed **Barry L. Harris** as FAA Deputy Administrator. He was sworn in by Administrator **James Busey** during a private ceremony on March 12. **Harris**, 51, is an instrument-rated pilot who has logged more than 500 hours annually in the past few years in fixed-wing aircraft and helicopters.

Harris Trio

Barry Harris is one of three top agency officials with the same last name. Another **Harris, Edwin Harris**, is Executive Director for System Operations, AXO. A third **Harris, Edward Harris**, has been nominated to head FAA's expanded System Capacity and Requirements Office, ASC. Currently director of the Technical Center in Atlantic City, **Edward Harris** is expected to move to Washington headquarters in May.

FTS2000

Effective April 30, 1990, FTS2000 is operational. This new Federal Telephone System replaces the old FTS, and will have numerous features. In addition to voice transmission, there will be capability for data transmission, video conferencing, agency recorded announcements, etc. Alaska FTS prefixes will be different from the commercial phone numbers. In the regional office, the commercial prefix is 271, and the new FTS prefix will be 868. A new Alaskan Region phone directory is being published, and it includes the new FTS numbers and instructions for using FTS2000.

Those Transportation Trust Funds.

from the Washington Post, April 13, 1990, by David P. Prospero, Assistant Secretary for Public Affairs, U.S. Department of Transportation, Washington, D.C.

A great deal of concern has been expressed about

the balances in the transportation trust funds. There is a perception, mistakenly conveyed in the April 5 Herblock cartoon, that the federal government is building surpluses in the trust funds to reduce the deficit. The facts are to the contrary.

There is a surplus in the aviation trust fund—not because we've failed to increase spending by the Federal Aviation Administration but because we have been legally constrained in using the trust fund to finance FAA operations. We have funded those critical expenses—the salaries of air traffic controllers and safety inspectors, and the cost of leasing telephone lines to get flight data to FAA's control facilities, for example; but we have had to pay most of those expenses from the General Fund. Aviation users are getting more than they are paying for, but at the expense of the general taxpayer.

The truth about the Highway Account of the Highway Trust Fund is different: As of Sept. 30,

1989, there was \$10.6 billion in cash in the Highway Account, but there were outstanding bills totalling \$21.6 billion for highway and bridge projects that have already been approved but not yet completed. There was an additional \$10.1 billion in spending authority that has been distributed to the states and not yet committed to specific projects, but which will eventually be committed and result in bills to be paid.

The Highway Trust Fund can be leveraged in this way because payments for construction projects stretch out over several years. The law requires user-fee revenues to be continued 2 years beyond the authorization period. The result is that we are counting on future revenues to pay for the bills we have already incurred.

'Partnership For Progress'

National Transportation Policy Moves America

"Moving America into the 21st Century." That's the theme of the new National Transportation Policy that

spells out 169 guidelines and 65 legislative, regulatory, budget and program initiatives. It made its March 8 debut at the White House as President Bush and DOT Secretary Sam Skinner unveiled strategies to move passengers and goods in the 1990's and beyond.

The policy has been a top priority of Skinner's since he took the DOT helm in early 1989.

"There are increasing signs that the system is beginning to break down," Skinner said, "and we cannot afford unsafe, inadequate or inefficient transportation. We must meet growing challenges and demands amid an ever-changing transportation system."

The policy calls for:

- Committing strongly to research and development of advanced transportation technologies.

- Increasing flexibility in federal programs so state and local governments can focus their attention on projects that are most effective at achieving transportation goals.

**Reducing government restrictions and requirements that raise transportation costs and lower productivity and competitiveness.

**Using its guidelines in drafting the reauthorization legislation for aviation, highways, mass transit and highway safety programs, as well as in making regulations and rules.

**Preserving the essential transportation facilities currently in place and making the best use of facilities to maximize capacity.

**Closing critical gaps in the transportation network and promoting effective connections between rural and urban areas, between ports and inland points, and between modes.

**Maintaining the integrity of the trust funds and ensuring that all transportation user fees are spent for investments in transportation.

**Increasing private sector involvement in transportation where practical and in the public interest—for example, at airport traffic control towers for low-activity airports.

****Increasing flexibility for state and local governments to raise revenues—with passenger facility charges at airports, for example.**

****Recognizing that transportation's effects on the quality of life must play an important role in transportation strategies. This will minimize adverse effects on the environment and assure mobility for disabled travelers—key components of the strategy.**

****Keeping safety as the top priority. "We will not deregulate safety. At the same time, we must be sensitive to the environment, quality of life and mobility and access for all Americans," Skinner said.**

"Transportation research innovation, education and technological expertise will be a key to preparing for the needs of the next century."

The Big Six

The National Transportation Policy highlights six basic themes. These goals for the Department

of Transportation and FAA are:

****Maintain and expand the nation's transportation system.**

****Foster a sound financial base for transportation.**

****Keep the transportation industry strong and competitive.**

****Ensure that the transportation system supports public safety and national security.**

****Protect the environment and the quality of life.**

****Advance U.S. transportation technology and expertise.**

Airline Audits

The FAA has a major new program designed to encourage the nation's airlines to improve safety through a strict program of internal audit.

The voluntary approach is based on the "time-honored principle—and statutory mandate—that the primary responsibility for monitoring and ensuring compliance lies with the airline," FAA Administrator

Busey said in a March 27 speech to the Aero Club of Washington, D.C.

Busey describes the program this way: If an airline discovers an inadvertent violation, corrects the problem, reports it promptly to the FAA and puts in place a permanent correction, the FAA will not penalize the airline.

"I'm offering an incentive to encourage executives of airline companies to monitor personally the safety of their operations as closely as they monitor the bottom line," he said.

Busey said high-level corporate oversight is vital to the success of the internal evaluation effort.

"It means providing continuous review of policies, practices, procedures and systems to maximize safety," **Busey** said.

"This may involve designating a safety auditor or setting up a separate safety department reporting directly to the airline chief executive officer. Or it may result in some other structure that becomes an integral part of everyday management."

At the same time, **Busey** warned that the FAA will monitor implementation of the new policy closely.

“Make no mistake,” he emphasized, “our FAA inspectors will continue to conduct regular inspections and surveillance. And they will expect and demand 100% compliance with the rules and regulations.”

Busey said the new policy recognizes that FAA’s limited number of inspectors “cannot police every aspect of the industry, cannot crawl through the belly of every aircraft, look over the shoulder of every pilot, or personally screen every passenger and every piece of luggage that flies in the system.”

The new policy was adopted after 6 months of meetings with the people who will be affected. Represented at those meetings were 39 large airlines, 30 commuter airlines, 4 airline associations, 25 FAA field offices and all 9 FAA regions.

A FIRST

The first National Airspace System (NAS) Managers certification course conducted at Anchorage Center AF Sector was in March.



Pictured left to right: **Ken Lively**, (NAS Area Manager); **Ole Powell** (instructor); **Denny Simantel** (NAS Operations Manager); **Jim Houston** (NAM); **Verne Jensen** (NAM); **Jim Shockley** (instructor); **Joe Buckley** (NOM).



AWARDS



Brian Clark (right) ATCS at Juneau FSS receives a Letter of Commendation for the manner in which he conducted an OJT Examiner course for southeast Alaska ATC specialists. **Mike O'Donnell**, Acting Area Supervisor, presented the letter.



Dean Wikoff (left) USRO, ZAN AF, received an On-the-Spot Award from **Ron Cowles**, ZAN AF Sector Manager, for his assistance with the successful completion of the AF Division display panel for use in FAA exhibits, and his photography assistance.



ATCS **Kimberly Tyner** (right) Juneau FSS, received a Letter of Commendation from Acting Area Supervisor **Mike O'Donnell** for becoming facility rated in the minimum amount of time, and for her attitude and conscientiousness during her training.



Jim Lane (left) computer programmer at ZAN AT, received an On-the-Spot Award from **Art Cummings**, Acting Assistant Sector Manager, ZAN AF, for developing an automated watch scheduling program for AF Sector personnel.



Dan Townsend (right) electronics technician, and **Ole Powell** (left), personnel development specialist, both of ZAN AF, received Letters of Appreciation from **Frank Cunningham** for their support of the Alaskan Region's 1990 Fur Rendezvous exhibit.



Gene Webb, **John Beck**, **Valerie Esterbrook**, and **Sherrie Byrum**, ET's at Kenai SFO recently received "Way to Go" awards from South Alaska AF Sector for their contribution and response to Mt. Redoubt eruptions.



Airway Facilities Division Manager **Robie Strickland** presented On-the-Spot Awards and Letters of Commendation from the Logistics Division to electrician **Bill Allen** (left) and carpenter **George Edwards** (center) for their many years of assistance on many projects.



Dan Goodstein (right) supervisor, Accounts Payable Section, receives a letter commending his support of the EEO program, from **Frank Cunningham**, Regional Administrator.



Lloyd Clarkson (left) warehouseman, Field Maintenance Support Staff SA AFS, receives his 25-year career service emblem from **Larry Bevil**, Manager, South Alaska AF Sector.

SERVICE PINS



Leon Chesler (left), Supervisory Communication Management Specialist, AAL-480, was presented a Special Achievement Award by AF Division Manager **Robie Strickland**. The award was based on **Chesler's** vital role as cutover co-director for the NADIN IA program.



Fairbanks Tower ATCS **Marshall D. Minnie** (left) receives his 3-year pin from supervisor **Louis F. Press**.



Elizabeth Anderson, ZAN AF clerk typist, receives 3-year service pin from Sector Manager **Ron Cowles**.



Charles E. Moody, CPMIS Manager, AAL-13, receives his 25-year service pin from Regional Administrator **Frank Cunningham**.

TEN STEPS TO MANAGING YOUR BOSS

- 1** Always hand your boss proposed solutions instead of problems.
- 2.** Never give your boss surprises. Make him/her aware of everything that is important to the job, so he/she can hand solutions to his/her boss.
- 3.** Always be honest. Most bosses are willing to tolerate mistakes as part of the learning process.
- 4.** Be aware of the effect you have on other people, and take responsibility for it.

5. Stop trying to change your boss. Study his/her preferences and conform to them whenever possible.

6. Build on your boss's strengths. Recognize his/her weaknesses and compensate for them.

7. Have priorities, but make sure that yours are in line with your boss's. Failure to understand shifting priorities may create problems.

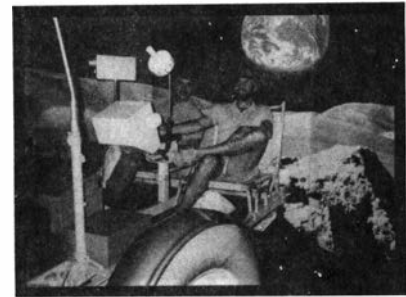
8. Assumptions about your boss's goals can sour the relationship. Be aware of his objectives and the part you play in them.

9. Learn skills for taking criticism. Request more specific information when directions and feedback are vague.

10. Understand the world from your boss's point of view. Bosses may not always be right, but they set the agenda.

Source: ODT Associates and Government Executive

COOL MOON BUGGY



FAA folks **Steve Durand**, King Salmon SFO, and **Roger McDonald**, Ketchikan FSS, are BOTH COOL.

RETIREMENT

A retirement/going-away party for **Bob and Suzanne Nelson** was held at the King Salmon FAA Comserfac building on March 24. **Bob** retired April 2 as the air traffic manager at King Salmon Airport Traffic Control Tower, and **Suzanne** worked at the Air Force Base BX. A cross section of the community and the FAA attended the party. The food was delicious and the conversation stimulating.

Bob had 34 years and 10 months of federal service. He was a B-52 pilot in the USAF prior to joining FAA in 1960 at the Minneapolis Tower. He also served as a controller in Spokane and

Merrill Towers and the air traffic manager of Juneau Tower. **Bob** and **Suzanne** will be missed; King Salmon's loss is Juneau's gain.



Jim Moeller (left), AAL-507, presents a plaque from the Air Traffic Division to **Bob Nelson** (center) as **Bob's** wife **Suzanne** looks on. The plaque was in appreciation of his outstanding support of the National Airspace System as Air Traffic Manager of Juneau and King Salmon towers, 1979-1990.



Wilson Angnabooguk (right) electronics technician, ZAN AF, receives his 25-year pin from Acting Sector Manager **Art Cummings**.

A LITTLE BIT OF SNOW



Steve and Jackie Hanson, weather observers at Chulitna River Lodge, usually reach up to the weather station. This winter Jackie had to climb down through 200 inches of snow!

MESSAGE FROM THE SECRETARY

Help Conserve Our Natural Resources

On January 3, the President signed a proclamation designating April 22 as Earth Day.

As we approach the 20th anniversary of Earth Day, I urge you to focus on ways in which we as a department and as individuals can continue to help conserve our natural resources.

The theme of Earth Day 1990 is "You Can Make a Difference."

The employee who takes the time to put paper in the recyclable bin, the person who walks to the store instead of driving a car, the individual who takes mass transit to work every day and the consumer who seeks out reusable, recyclable or returnable packages all contribute to the protection of our environment.

There are many opportunities to show your support and concern for our environment.

April 19 has been designated as Bike-to-Work Day by the District of Columbia government in cooperation with the Washington Area Bicyclist Association.

This event encourages individuals who have easy access to their work environment to use "clean motion" modes of transportation.

For the benefit of the environment, we must continue to use our mass transit system and the ridesharing program.

I applaud the efforts that you have made in this important area of conservation.

The Department of Transportation must continue to set an example for other organizations.

Let us continue to work to keep our surroundings healthy and prosperous for the generations to come.

Earth Day serves as a reminder of things that you and I can change to help preserve the environment.

Sam Skinner

COLA ALERT! DON'T CASH THAT CHECK!

by *Bill Schmidtman, AAL-13C*

Recently a few FAA employees have received checks from the two principal COLA lawyers. We have received inquiries from employees about this matter.

We are asking our payroll office and the lawyers how the list of employees who received checks was derived and what to do in cases of erroneous payment. This information will be made available as soon as it is received.

We also have received questions concerning the Office of Personnel Management's methodology for computing the COLA rates. Briefly, comparative costs will be made between the various COLA areas and Washington, D.C. in four categories: Consumption of goods and services, transportation, housing, and miscellaneous expenses. OPM published final rules on the new methodology in the Federal Register on January 16, 1990. The two

principle changes are the method of measuring housing costs that will include various levels of income and whenever possible exact brands and models will be used for price comparisons. The final rules have none of the details of how the COLA rates will be computed. OPM will describe in detail the calculation of each allowance rate at the time the rate is published in the Federal Register for comment.

Forecasting the future is always difficult; however, we expect our present status is that OPM will not be publishing the new COLA rates before late in calendar year 1990 or early 1991. At that time we will have 60 days to comment on the detailed methodology and the proposed COLA rate before it becomes final.

We will be publishing more details on the new methodology in future articles.

“Everything comes to him who hustles while he waits.”
—Thomas A. Edison

Please remove this page from the April issue of the Intercom and disseminate or post it in the appropriate places so that the information on the other side is made available to all employees and friends of Frank Cunningham.



YOU ARE CORDIALLY INVITED
TO ATTEND AN EVENING
OF DINNER AND ENTERTAINMENT IN HONOR OF

FRANKLIN L. CUNNINGHAM

UPON HIS
RETIREMENT FROM THE FEDERAL AVIATION ADMINISTRATION
WITH OVER 37 YEARS OF SERVICE

June 1, 1990
at the Sheraton Hotel, 401 East 6th Avenue, Anchorage, Alaska

Refreshments: 7:00 p.m.

Dinner: 8:00 p.m.

Dress: Semi-Formal

R.S.V.P. by May 30
Linda Gentry or Donna Skiles
907-271-5645
FAA, AAL-1a, 222 W. Seventh Avenue
Anchorage, Alaska 99513

\$25.00 per person*

Menu: Filet of Beef and your choice of
Breast of Chicken Dijonnaise, or
Stuffed Halibut with Lobster Sauce

*Does not include gift