

U.S. Department
of Transportation

Federal Aviation
Administration

June 1990

#90-06

Alaskan Region

Intercom

JB 6/91

FAREWELL TO FAA EMPLOYEES

I would like to take this opportunity to publicly acknowledge and thank each and every one of you for making my last assignment one of the most gratifying. Little did I grasp either the vastness of this great region or the magnitude of the many challenges confronting FAA when I first joined you in January 1982.

Since then you have not only done wonders for my education but you have made me extremely proud to be affiliated with such a dedicated and professional group of individuals. During the past eight years, in every case, you have met the challenges of the Alaskan Region and bounced back stronger, a little wiser, and more determined than ever before. Your enthusiasm, dedication, and pride in service and "can-do" attitude is apparent in all that you do.



As Dianne and I move on to our next phase of life we wish you continued health, happiness, and success in all your endeavors. We will never forget the warmth and support that you so willingly shared with us.

Thanks again,

Franklin L. Cunningham

HOME FOR SALE?

The 10 Best Ways to Sell a Home

by Marge Cholometes,
AAL-16C

What to Do

1. Allow yourself plenty of time to make the sale. If possible, place your home on the market well before your move date.

2. Make the most of your home's curb appeal. Prospective buyers form an instant impression about a house before they step inside the door. Step across the street and view your house dispassionately. Look for cost-effective ways to upgrade your home's curb appeal.

Unless the exterior paint is in bad condition, repainting the whole house probably isn't worth the expense.. But painting just the trim can give the house a fresh look.

Loose or curling shingles should be repaired.

Manicure the yard. Replace ailing or dead plants. Sweep and hose down the

sidewalks and the driveway.

Attend to small things. Replace a rusty mailbox and tack up new address numbers if the old ones are missing or faded.

Try to keep the curb in front of the house free of parked cars so that visitors have a clear view of your home.

3. Eliminate clutter. Too much furniture or too many knickknacks can make spaces seem smaller. The same is true of jam-packed closets. Don't forget to straighten up and clean out the garage, basement, and attic.

Be sure to clearly indicate which furnishings and fixtures are and are not included in the sale.

4. Create a bright and light atmosphere. As with the exterior, it's probably not worth undertaking major interior renovation or redecoration — the buyer might not like your taste, anyway. But freshly painted trim and scrubbed walls can brighten things up. Scouring the house from top to bottom can

also help. Windows should be clean and sparkling. Rugs and carpets should also be clean, whether you plan to take them with you or leave them behind.

If your house has a lot of natural light, flaunt it. Replace any burned-out light bulbs.

5. Love your home. Show a real affection and enthusiasm for the home you're moving out of. Point out the best views and how nice the neighbors are.

Appeal to the buyer's senses. Have a blooming plant on the doorstep, an arrangement of cut flowers inside, a pan of water with fragrant spices simmering on the stove and soft music playing.

6. Make sure the kitchen and baths are in top condition. To many buyers, the kitchen and the bathrooms are most important. Those rooms should be in the best possible shape, both mechanically and cosmetically.

Clear countertops of canisters and small appli-

ances so they'll look more spacious.

Clean appliances and make sure they're in good working order.

7. Prepare a thorough fact sheet. House hunters often see a number of houses in rapid succession, and details soon get blurred in their minds. Preparing a one-page summary of relevant information about the house not only helps buyers remember it but also ensures that no special features are forgotten when the house is shown.

The fact sheet should include basic information about the house: the total square footage, number of bedrooms and baths, the lot size, the asking price and the operating expenses. Also include facts about the school district, zoning or covenant restrictions, and real estate taxes.

8. Have your home professionally inspected. If you as a seller take this step, there are two benefits: First, an inspection

may help you identify structural or mechanical problems that could weaken your position if uncovered during negotiations. Second, the inspection report could provide you with a "clean bill of health" on your house to help put buyers at ease. In either case, an inspection report can help you set a fair price based on the condition of the house.

9. Be accessible to prospective buyers. The more people who see your house, the better your chance of selling it. If you're selling the house yourself, advertise in the biggest newspapers in your area. Also, place a large, attractive "For Sale" sign, complete with information on how interested parties can contact you, on your property where it is most likely to be seen. Make yourself available on evenings and weekends; and if you don't have one, get a phone-answering machine. Return calls as promptly as possible.

If you're showing the house yourself, find out when open houses are scheduled for other homes in the neighborhood, and hold your own the same days.

While you needn't be at home if you're using a broker to show your home, you must be easily reachable if a prospect gets serious. Again, an answering machine is helpful.

10. Try to put your home on the market at the right time. When is the best time to sell? The experts say that the best months to put a house on the market are February, March, and April.

All of the same advice should be applied if you are using the agency's relocation program. Your home should be in "show" condition when the appraisers arrive to appraise your home and property.

In the next issue of the *INTERCOM* you will be provided with the 10 worst ways to sell a home.

If you have any questions, please do not hesitate to contact the Alaskan Region Relocation Services Coordinator (RSC), **Marge Cholometes**, AAL-16C, at 271-5803.

THE BEST OF 1989

Alaskan Region Air Traffic Facility of the Year Awards

Four air traffic facilities have been chosen to receive the Alaskan Region's 1989 Air Traffic Facility of the Year Award: Dillingham Flight Service Station, Anchorage Air Route Traffic Control center, Merrill Tower, and Anchorage Tower.

Dillingham FSS, operational 16 hours per day with a complement of four journeymen and one manager, performed 100,578 flight services during 1989. That averages 25,144 flight services performed per specialist, and over half of those services occurred during the 4-month summer period. Everyone at DLG FSS is a team player, taking pride in their professionalism. Community involvement by FSS employees gains support and respect for the FAA.

Anchorage ARTCC continues to improve upon outstanding accomplish-

ments of prior years. Of special note is the development of a joint USA/USSR Air Traffic Service Agreement, a first in the history of international air traffic service. Operational efficiency was improved by the establishment of a Traffic Management Unit. Three unique natural conditions that occurred in 1989 set Anchorage apart from any other ARTCC: record high barometric pressure, an extended period of extreme cold weather, and the eruption of Mt. Redoubt volcano. In spite of natural conditions and equipment unique to Alaska, Anchorage ARTCC employees have maintained a high degree of optimism, professionalism, and a positive attitude.

Merrill Field Airport Traffic Control Tower is a Level II VFR control tower, located at Alaska's single busiest airport. Approximately 58% of the total airport activity is touch-and-goes or training traffic. Merrill ATCT takes every opportunity to enhance aviation in the community. Facility tours were provided to approximately 1,200 persons during 1989. The tower actively participates in the aviation intern program at the University of Alaska Anchorage, and has developed a program to

supplement the Anchorage School District's 5th grade aviation curriculum. The Air Traffic Manager maintains an open-door policy, not only to the tower employees, but also to the airport operators.

Anchorage ATCT is a Level IV terminal which provides approach control services to Anchorage International Airport, Lake Hood Seaplane Base, Merrill Field, and Elmendorf Air Force Base. During 1989 there were 139 inflight evaluations of ANC ATCT, conducted by both regional and national quality assurance specialists, with numerous notations of commendable and/or high quality ATC handling. Anchorage ATCT has a "can do" attitude that is derived from its cohesive work force. The tower's most extraordinary mission of 1989 occurred after the tanker *EXXON VALDEZ* ran aground in March. There was an immediate need to provide air traffic service to the Prince William Sound area, and during the beginning of the busy season for ANC ATCT they provided a total of eight air traffic controllers to work aboard the Coast Guard's Cutter

Rush. The assigned controllers worked an average of 16 hours per day providing traffic advisories and flight-following to several hundred aircraft. When the temporary Valdez Tower opened, Anchorage ATCT was called upon to help ensure adequate staffing for the facility, and continued to provide controllers for temporary duty there throughout the summer.

Seven Air Traffic Facilities Win National Honors

Seven air traffic facilities won national honors for their outstanding achievements in operational efficiency, communications, human relations, employee development, employee morale, resource management, professionalism and external relations. This year there were 37 nominees in the six award categories.

The two winners in the flight service station category were: Florida's *Jacksonville* and California's *Santa Barbara Flight Service Stations* (FSS's).

Winners of the two categories for airport traffic control towers were *Santa*

Barbara Tower for level I to III and *Oakland Bay TRACON* for level IV to V.

Minneapolis Center won the air route traffic control center category, and *Fort Worth* took the honors as automated flight service station (AFSS) of the year.

Chicago Tower was awarded the Special National Award.

WALKING FOR FITNESS AND FUN

by Pat Sanders, AAL-300

Walking is the world's most natural exercise. Walking has unique advantages: You can walk anywhere at anytime, and it is inexpensive; all you need is a good pair of shoes. It is convenient, just step out the door and start walking. No instruction is necessary. It is healthy, walking enables you to condition your whole body without strain. It's a safe form of exercise. You can have a good time with friends or work out your own priorities as you walk. Walking is something you can do your whole life long. The bene-

fits of walking are weight control, overall physical fitness, cardiopulmonary fitness and psychological well being. A regular walking routine can help you control your weight as calories are burned, appetite is decreased, and digestion is improved. Muscles are strengthened and toned — you are able to move more easily. Mental alertness and attitude improves, as tension is relieved. Walking can provide the same benefits as more strenuous activities such as swimming, biking, or jogging. As you start your walking program consider a good sturdy pair of walking shoes and clothing that is loose fitting and right for the weather. Natural fibers that allow skin to breathe are generally considered best. Set realistic goals, your overall goal to be reached as covering a mile in about 15 minutes at least three times a week. Be consistent, make walking a part of your daily routine. Take a giant step for better health by establishing a walking habit. Take a walking break instead of a coffee break. Healthy employees are better team members and have better work attitudes, and we all benefit.

AFOB BUILDING PROBLEMS?

by Marian Courtney, AAL-52B6

The Regional Office has a number of new faces, and some employees are uncertain as to who they should contact for what. For building problems such as power outages, inoperative ceiling lights, telephone problems, heating/cooling, or janitorial, call **Marian Courtney**, Materiel Management and Services Branch, 271-5401. You may call Marian to report problems with the photocopy machines, broken typewriters, lost personal property, and the need for furniture repairs. Marian also handles the Anchorage Federal Building parking program.

Employees who need a key card or key should have their supervisor send the request on a speed memo to Marian, SAAL-52B6.

Requests for moving furniture/panels or requests to obtain furniture can be made in writing through your space coordinator. Space coordinators are:

AAL-1 to -4: Linda Gentry
AAL-5: Ivy Moore
AAL-6: Torri Clark
AAL-7: John Curry
AAL-9: Ken Smith
AAL-10: Jim Hughes
AAL-40: Rose Mower
AAL-50: Ellen Parker
AAL-200: Paul Fischer
AAL-300: Linda Peterson
AAL-400: Tess Staples
AAL-500: Dan Lathey
AAL-600: Ken Moore
AAL-700: Dusty Rhodes
ANM-191A: Tina Wagner

If you have a concern and don't know who to call, call Marian; if she doesn't have an answer, she will snoop around and get one for you!

SAFETY TIPS

"April Showers Bring May Flowers...and Potholes"

by Tim Tengesdal, Occupational Health and Safety Officer, Northwest Mountain Region

Winter's ice and snow give birth to spring's potholes. Keep a close eye out for these little pieces of damaged road because they can cause premature wear or even damage to your car's tires, wheels, and frames. If the damage is severe enough or a critical part is affected, it could lead to loss of control—

and an accident.

To avoid potholes, drive around them when you spot them, but be sure to stay in your lane. Increasing the distance between your car and the car ahead will increase your chances of spotting and avoiding a pothole.

If you can't avoid a pothole, drive through it as slowly as you can. Remember, a pothole filled with water can be much deeper than it appears.



DID YOU KNOW? RECYCLING FACTS

* About 80% of what Americans throw away is recyclable, yet we recycle less than 10%.

* Recycling 1 ton of paper saves about 17 trees, 3 cubic yards of landfill space, 2 barrels of oil, 7,000 gallons of water, and 4,100 kilowatt hours of electricity — enough energy to power the average American home for five months. It also prevents 60 pounds of pollution from being spewed into the air.

* Recycling aluminum cans uses only 5% of the energy required to make new ones.

* Only one-fourth of all bottles manufactured in the United States are recycled back into glass containers.

* Twenty-eight million tons of grass clippings, leaves, and other yard waste is dumped in landfills each year. This adds up to almost 20% of all landfill trash.

* The solid waste generated in the United States in 1 year could pave a highway 24 lanes wide and 1 foot deep

stretching from Boston to Los Angeles.

* The amount of used, nonrecycled motor oil that is dumped in the United States each year constitutes 10 to 20 times the amount that leaked from the *Exxon Valdez* oil tanker during the 1989 oil spill in Alaska.

* Americans use 2.5 million plastic bottles every hour and recycle only a tiny percentage of them.

* One quart of motor oil, when completely dispersed, can contaminate as much as 2 million gallons of drinking water.

* Through recycling, 2.5 quarts of "new" motor oil can be extracted from 1 gallon of used oil. It takes about 42 gallons of virgin oil to make 2.5 quarts of motor oil.

* The United States is producing over 300 million tons of toxic waste each year. That's more than 1 ton of toxic waste for every man, woman, and child.

* Suburban homeowners use 5 to 10 pounds of pesticides an acre, about 10 times more chemicals an acre than farmers use.

T W O

TWO, the Technical Women's Organization will hold its 2nd annual convention in Dallas/Fort Worth on June 12-16. Highlights include panel discussions on FAA training and civil rights with guest speakers and participants from Headquarters, regional offices, and the Academy.

Seminars will focus on recruitment and career planning, conflict resolution, SIDP, and individual development plans

All interested individuals are invited. For more information, contact Nancy Holston, FTS 326-5507, or LaVerne Scales, FTS 334-8506. Make room reservations directly with the Arlington Hilton by calling (817) 640-3322.



COCAINE ABUSE

Cocaine is one of the most powerfully addictive of the drugs of abuse. Most clinicians estimate that approximately 10 percent of the people who begin to use the drug "recreationally" will go on to serious, heavy use. An individual cannot predict or control the extent to which he or she will use the drug.

What dangers are associated with cocaine abuse?

Some regular users of cocaine report feelings of restlessness, irritability, and anxiety. High doses of cocaine and/or chronic use can trigger paranoia. When some individuals stop using cocaine after extended periods, they may become depressed. This may lead to further cocaine use to alleviate depression.

Occasional cocaine use may produce nasal congestion and a runny nose. Heavy cocaine use can sufficiently damage the nasal septum to cause it to collapse.

Cocaine used at high doses or chronically can have toxic effects. Cocaine overdose deaths are a result of physiological seizures followed by respiratory arrest and coma, or sometimes by cardiac arrest.

In summary, cocaine is an extremely dangerous drug. Occasional use can lead to heavy, uncontrollable use of the drug.

Methods of Use

Cocaine is usually sniffed or "snorted" at doses of 10-40 mg and absorbed through the mucous membranes in the nose. It can also be injected, or after chemical conversion to a purified form known as "freebase," it can be smoked. Of particular concern are recent reports that smoking of cocaine paste is becoming more common among users. Originally noted in a somewhat different form by investigators in South America, this practice, as observed with the refined drug in the United States, increases the pharmacological effect of the drug.

Unfortunately, it appears that compulsive cocaine use may develop even more rapidly if the substance is smoked rather than ingested intra-nasally. Cocaine use ranges from episodic or occasional use to repeated or compulsive use, with a variety of patterns between these extremes.

Methods of Action

Cocaine is a very strong central nervous system stimulant. Specific physical effects include constricted peripheral blood vessels, dilated pupils, and increased temperature, heart rate, and blood pressure. Cocaine's immediate euphoric effects, which include hyperstimulation, reduced fatigue, and mental clarity, last approximately 30 to 60 minutes.

Cocaine is a tightly controlled drug with legitimate medical uses. Its properties as a topical anesthetic and a vasoconstrictor make cocaine the drug of choice for certain types of surgery involving the nose, throat, larynx, and lower respiratory passages.

Extent of Cocaine Use

The National Institute on Drug Abuse (NIDA) estimates that between 20 and 24 million Americans have tried cocaine at least once in their lives; between 11 and 13 million have used cocaine during the last year; and between 3 and 5 million have used cocaine during the last month. Since 1972, the rate of increase for cocaine use across all age groups has been noticeably larger than the rate of increase for marijuana use.

The above information was extracted from a publication provided by the National Clearinghouse for Alcohol and Drug Information.

For the past 9 years, FAA has had an active, ongoing Employee Assistance Program (EAP). If you, or a family member or co-worker need help, our EAP Contractor, **Human Affairs of Alaska**, is just a phone call away:

**Telephone 562-2812
Outside Anchorage
1-800-478-2812**

THRIFT SAVINGS PLAN OPEN SEASON

Open season for the Thrift Savings Plan is May 15 through July 31, 1990.

This is your chance to contribute, change the amount of your contribution, or move your contribution among the G, F, or C funds. CSRS employees may contribute up to 5% of their basic pay into the G fund only. FERS employees, on the other hand, may contribute up to 10% of their basic pay into the Thrift Savings Plan and must contribute a minimum of that amount into the G fund.

For both CSRS and FERS employees the amount contributed to the Thrift Savings Plan is tax deferred until the funds are withdrawn. Earnings on the Thrift Savings Plan account are also tax deferred until withdrawal.

For information or forms contact your administrative specialist or Jean Pershall, Employee Relations Specialist, AAL-16B at 271-5804.

AT THE MANAGERS CONFERENCE...



Retiring Regional Administrator **Frank Cunningham** listens as incoming Regional Administrator **Ted Beckloff** addresses the Alaskan Region managers at the Managers Conference in April.



Frank Cunningham (left) Regional Administrator, presented On-the-Spot Awards to four employees for their work in support of the Managers Conference. Pictured left to right: **Ellen Parker**, AAL-50C; **Bob Wedemeier**, AAL-17; **Ben Fish**, AAL-44. Not available for the picture was **Rose Mower**, AAL-44.

WASHINGTON REPORTS

The Administrator Says...

"Enforcement is only one of the tools that we have to help us attain compliance (with the Federal Aviation Regulations). Many other tools are available to us, and remedial instruction is one of those tools. I want to shift from an emphasis on enforcement to an emphasis on compliance."

Admiral James B. Busey
Administrator, FAA
February 1990

Crash of FAA Jet Commander Blamed on Engine Ice Ingestion

A crew delay in shedding accumulated ice and the subsequent failure of both engines from ice ingestion were the probable causes of the crash of an FAA 1121A Jet Commander on November 2, 1988, according to the NTSB. The aircraft was performing a flight inspection of the ILS for Runway 23 at Westmoreland County Airport in Latrobe, Pennsylvania when it crashed, killing all three crewmembers. The Safety Board

said that ice detection systems on Jet Commanders have had a history of problems and that crewmembers of the FAA Commander should have been alert for icing conditions because of the weather briefing they had received earlier.

Civil Penalty Update

The FAA has published a final rule amending parts of its civil penalty rules of practice.

Under the Civil Penalty Assessment Demonstration Program, the agency may assess penalties for violations of FAA regulations in cases involving less than \$50,000.

The program was authorized by Congress in December 1987 for a 2-year period. Congress then reauthorized it for an extra 4 months ending April 30, 1990.

The major change contained in the final rule would allow, at the discretion of the FAA, compromise settlements without requiring a finding of a violation. The agency's civil penalty rules of practice had been criticized as

being unfair.

"This final rule should put to rest any remaining doubt that the FAA would move swiftly and fairly to ensure procedural fairness in the civil penalty program," DOT Secretary Sam Skinner said. "This program is a vital arrow in our quiver to combat the threat of hijacking and terrorism in the skies."

Responding to a court of appeals decision invalidating the existing rules of practice on procedural grounds, the FAA issued a Notice of Proposed Rule-making covering the proposed rules of practice and the latest amendments.

The agency also delayed the effectiveness of its final rule, which was published in the April 17 *Federal Register*, and notified its attorneys to hold all pending cases and open no new cases until further notice.

"These actions are responsive to the court's decision and will, I am confident, allow us to continue our civil penalty program with the shortest possible delay," FAA Administrator James Busey said.

"I look forward to working with the Congress to make this program a permanent fixture on our front to ensure the safety and security of the traveling public."

A decision on whether to require a finding of violation will be made on a case-by-case basis in order to promote deterrence and accountability.

Report Fraud

In its campaign against waste, the DOT Inspector General is urging FAAers and all DOT employees to report fraud, waste, theft, and abuse to its hotline.

An incentive program allows monetary awards of up to \$10,000 to employees whose information results in significant cost savings.

Employees may remain anonymous, and the information given is kept confidential.

To reach the Inspector General's Hotline, call the following toll free number: 1-800-424-9071

Save the Earth with Creativity

It's a tough task, but FAAers are being urged to come up with "creative ways" to boost aviation and minimize its impact on the environment. That's the challenge from Mike Moffet, Associate Administrator for Policy and International Aviation, who spoke recently at a special Earth Week program at FAA Headquarters in Washington.

Many problems targeted by the first Earth Day 20 years ago remain, some are worse and some new environmental problems have cropped up, Moffet said.

He emphasized that the FAA has taken steps to improve the environment and is required continually to review the environmental impact of its decisions.

"Some of you have been involved in performing environmental assessments," Moffet said. "Whether you have or not, I urge all of you to seek creative ways to perform your job for the agency while minimizing the environmental impact."

Moffet highlighted "significant strides" in quieting aircraft. Because of tighter FAA noise regulations, the number of people adversely affected by jet noise has been cut in half — from 7 million in the 1970's to about 3.2 million today.

"Even more reductions are projected as quieter new-technology aircraft are delivered," he said.

Last year, a staff was set up within FAA's Office of Environment and Energy to oversee the cleanup of hazardous waste at agency facilities.

Because of past maintenance practices and research and development activities, several FAA facilities must begin cleanup measures to meet rigorous Federal and state standards.

Moffet said FAA's top management has made a strong commitment by earmarking "significant" cleanup funds, "not only because it is the law, but because it is the right thing to do."

He told FAAers things they could do to protect the

WASHINGTON REPORTS (cont.)

planet earth for unborn generations, including:

- * Expanding our environmental view from a national to a global one.
- * Working to prevent future problems from happening and minimizing further environmental mistakes.
- * Urging industry and environmental groups to cooperate.
- * Recognizing our role as individuals by changing lifestyles to address environmental problems, for instance by joining a carpool or van-pool, separating trash for recycling, and shopping for products that minimize energy use and waste disposal.

"Earth Day itself won't solve our problems, but it does give each of us the opportunity to become better educated about the problems we face and the actions we need to take to preserve our quality of life," Moffet said.

AWARDS



(left to right) **Ginger Llewellyn**, **Roslynn Reed**, **Molly Jolly** and **Charles Monico** were all recently recognized for their support of various HRMD programs. Congratulations!

Ginger Llewellyn, staffing assistant, received a Superior Accomplishment Award for her work in support of the AF reorganization.

Roslynn Reed, Labor and Employee Relations Branch, received a Letter of Appreciation from the Anchorage FSS for her Employee Assistance Briefings presented to facility employees.

Molly Jolly, Labor and Employee Relations Assistant, received an On-the-Spot Award for her outstanding support of the Labor and Employee Relations Branch during a very busy time.

Charles Monico, Classification Specialist, was recognized for his work associated with the AF reorganization. Congratulations on the Superior Accomplishment Award.



Darrel Zuke (left) AMPS at NA AFS presented **Layne Shaw** (right) OME SFO ET an award from the FAA Academy recognizing **Layne's** completion of course 40509, Common Principles Basic, with honors. **Layne** achieved a final grade of 98.

Letter of Commendation



B.C. (Chuck) Berns (left), principal operating inspector, receives from **Al Crook**, FSDO-01 Manager, a plaque and letter of commendation from **John Howard**, AVN-1, for his participation in the inspection of FAA's Flight Inspection Program.



On behalf of the Air Traffic Division, JUN FSS ATM **John McLaughlin** (right) presented a Letter of Commendation and a memento to ATCS **Marjorie Adams** for her efforts in providing specialist relief at the CDV FSS during the Prince William Sound oil spill.

"Way to Go"

Edd Clair, ANC SFO Manager; **Frank Chalfour**, ET, Radar Unit; and **George Tillman**, MM, Environmental Unit, for their contributions and response to the Mt. Redoubt eruption in December 1989.

"On-the-Spot"



ATCS **Michael O'Donnell** (right) JNU FSS received an On-the-Spot Award from ATM **John McLaughlin** for performance of duties while Acting Area Supervisor.

Edgar Anderson (right), Maintenance Mechanic Foreman at Kenai SFO, presents **Tom Wicher** (left), Maintenance Mechanic with a \$100 On-the-Spot Award for his outstanding evaluation and corrective action taken on the Kenai VASI that was destroyed by the heavy runoff waters in the area.



Juneau ATCS **Robert Wastell** (right) received an On-the-Spot cash award for exemplary performance at the inflight position of operations. The award was presented by JNU FSS ATM **John McLaughlin**.



Mark Kelliher (right), NAS Operations Manager, ZAN AF, receives an On-the-Spot Special Achievement Award from ZAN AFS Manager **Ron Cowles** for his exceptional effort while hosting a Soviet engineer, **Nickoli Rykov**, during his visit to Anchorage.

AWARDS

CFC

Rita Pendleton, PSU Secretary, NA AFAS, was presented the Combined Federal Campaign Gold Award for superior achievement and outstanding leadership in coordinating the CFC for the North Alaska Sector.

Persistence Pays

Electronics technicians **Gary Szymd** and **Neil Johnson** of the Fairbanks SFO Terminal Radar Unit both received On-the-Spot Awards in April for their persistence:

Landlines running between the radar site and the Fairbanks Tower have been replaced with a microwave system for the radar data, but telephone communications are still accomplished on these landlines.

The telephone poles that support the landlines are owned by a utility company and scheduled for removal this summer. This would leave no telephone connection between the radar site and the control tower.

Intent on remedying this problem well before the poles were removed, **Gary Szymd** went to work in December 1989, researching the equipment that would be needed to use the microwave system for telephone communication.

After receiving the equipment, **Gary** and **Neil** connected it to the microwave system, but after much testing and aligning, it would not access the Telrad Telephone System at the control tower. **Gary**, working with the equipment manufacturer, determined that the program was the problem. A new chip was obtained, and the telephone system now works great.

The rest of the Radar Unit greatly appreciates the time **Gary** and **Neil** invested in solving the telephone problem. You never know when Air Traffic will need to talk to you in a hurry...or when you might just want to order a pizza!

Letters of Appreciation

Ivy Moore, Public Affairs Specialist, AAL-5A, for work on the planning committee for the FEA awards.



Rice Hall (right), Systems Performance Specialist, ZAN AF, receives his 15-year pin and a Letter of Appreciation from **Ron Cowles**, Manager, ZAN AFS.

Forest Barber, Fairbanks GNAS, from ASM-1 for his efforts in development of the National Maintenance Control Centers Implementation Order and Operation Manual.



Juneau air traffic controllers (left to right) **Shane Wynn**, **Mary Soha**, and **Jay Brauch**

On March 18, 1990, there was an accident at the Juneau International Airport in which a C172 crashed on takeoff into the Float Pond with two people on board.

The three controllers on duty at that time were **William (Shane) Wynn, Mary Soha,** and **Jay Brauch**. For each of these employees, Juneau ATCT is the first duty assignment, and none of the three have previous ATC experience. **Shane** and **Mary** had been FPL for only four months, and **Jay** was a developmental awaiting certification on Local Control in order to become FPL.

In spite of their very limited experience, these three handled the accident and subsequent emergency equipment coordination and telephone notifications in a manner which far exceeds what would normally be expected of such new controllers. The Juneau Airport Manager wrote a letter complimenting the tower on its outstanding response to the accident. Rebecca Moore, ATM at JNU ATCT, gave each of the three controllers a Letter of Appreciation.

We're happy to have people like you on the FAA team, **Mary, Jay,** and **Shane**.



Service Pins

Gus McKenzie, AAL-464,
30 years.



Stanley B. Porter (right) HOM FSS, receives his 25-year service pin from **Clint O'Dell, AAL-540.**

RETIREMENTS

Ernest W. Mack, MM,
Cold Bay, 4/30/90
21 years 4 months

James W. Burger, ET,
ZAN AFS, 5/3/90
33 years 3 months

John H. Groeneveld,
Quality Assurance Staff
Manager, AAL-506, 5/3/90
36 years 9 months

Robert L. Nelson, Air
Traffic Manager, AKN
ATCT, 4/2/90
34 years 10 months

Ms. Gerald L. (Jerry)
Stennette, Personnel
Staffing Specialist, AAL-14
4/20/90
21 years 5 months

Dorothy M. Blackwell,
AAL-42C2, 4/16/90
15 years 7 months

Charles Crom, FSDO-03,
4/20/90
16 years 10 months

George Reynolds, Super-
visory Electronics Techni-
cian, Juneau SFO, 3/20/90
31 years 5 months

Clarence G. Weber,
AAL-454, 5/15/90
30 years

Bernard T. Santos,
AAL-7, 6/1/90
40 years 9 months

Franklin L. Cunningham,
Regional Administrator,
6/1/90
37 years 9 months

Robert E. Elzig,
AAL-481B, 6/29/90
36 years 2 months

Ray E. Marley, AAL-401,
6/29/90
34 years 5 months

DENVER AIRPORT MONEY: \$90 MILLION GRANT BIGGEST IN HISTORY

The FAA has awarded the largest grant in its history — \$90 million — to help build Denver's new airport.

The fiscal 1990 grant includes \$544 million in discretionary funds and \$36 million in multi-year entitlement money, including entitlements for fiscal years 1990, 1991, and 1992.

"Today we are making good on our promise," DOT Secretary Sam Skinner said in announcing the grant at a March 27 meeting with Denver Mayor Federico Pena and members of the Colorado congressional delegation.

"We are convinced we will be getting a big return on our investment," FAA Administrator James Busey said. "Because of the new Denver airport, our system-wide delays are projected to be reduced by four percent to five percent in 1995."

In addition, Skinner said he has submitted to Congress

a draft letter of intent for \$351 million for the airport from fiscal 1991 through fiscal 1999, the largest Federal airport commitment of its kind.

Last September 27, the FAA awarded a \$60 million grant for the new airport to be built on a 53-square-mile parcel of land 18 miles northeast of downtown Denver.

The combination of the letter of intent, the \$90 million announced in March and last September's grant adds up to a \$501 million Federal commitment for the new airport.

Skinner said, "We've conditioned the letter of intent to require the imposition of a passenger facility charge at Denver — once the law allows it." He said passenger facility charges will "give the whole system a tremendous boost." They would be an option for airports that could produce a new stream of revenues for needed improvements. Passenger facility charges could generate \$1 billion a year nationwide.

from AWP *INTERCOM*

DOWN THE RIVER

Dr. Robert Rigg, Regional Flight Surgeon, took part in a Grand Canyon National Park guide training program on the Colorado River, March 28-April 11. During the 1950's, **Dr. Bob** and his brother **Dr. Jim** (who was also Alaskan Region's Regional Flight Surgeon prior to his death) were commercial operators in the Grand Canyon. In fact, they set a speed record through the canyon in 1951. **Dr. Bob** was requested by the Park Service to participate in the training program on the 40th anniversary of his first trip in a cataract boat down the river in 1950.

CONGRATULATIONS

Michael R., Homa, Air Traffic Manager at Kodiak Tower, reports that he was between Anchorage and Salt Lake City on the way to Minneapolis/St. Paul when his oldest daughter gave birth to a beautiful baby girl, **Kaila Marie**. Mike now has both a grandson and a granddaughter, and says, "Must be getting old to have these things happen."

PROMOTIONS

Donna Ratliff, ET, SIT
SFO to GS-9.

Edward Hyatt, ET, ANC
SFO to GS-9.

Lori Clarkson, Secretary,
AAL-460, to Administrative
Officer, GS-7.

Henry Nakamura to
AAL-463, Manager, GM-14

Louis Press, ATCS to
Area Supervisor, FAI
ATCT.

Windrow Sackett, ET
Trainee, SA AFS, GS-5.

Paul Kurtle, Carpenter, SA
AFS, WG-9.

Sherrie Byrem, ET, ENA
SFO, GS-9.

Charlene Derry, Appraisal
Specialist, AAL-4, GS-14.

Merna Mobley, Secretary,
AAL-400, GS-6/7.

Karla Kluesner, Electrical
Engineer, AAL-461, GS-13.

Jeanne Schofield, Admin-
istrative Officer, AAL-420,
GS-5/7/9.

Mike Goings, Program
Supply Specialist,
AAL-420, GS-5/7/9.

Vicki Liles, Program Sup-
ply Specialist,
AAL-420, GS-5/7/9.

Rose Feltz, Supervisory
Personnel Specialist,
AAL-14, GS-13.

Annie Ralls, Administrative
Assistant, ANC FSS,
GS-5/7/9.

C. Marvel, Employee
Relations Specialist,
AAL-16, GS-12.

Debbie Roth, Budget Ana-
lyst, AAL-520,
GS-11/12.

TRANSFERS

Herb Hinman, ATM at SIT
FSS, to area supervisor at
JNU FSS.

Pam Lynch, ET from NA
AFS to BET SFO.

To FSDPS at ZAN ARTCC:

Bob Arnold from
OTZ FSS

Marsha J. Brown
from CDB FSS

Barry Meyer from
HOM FSS

Edith Parish from
ANC FSS

Gary Peterson from
ANC FSS

Lou Ramsey from
FAI FSS

Phil Rhode from
ANC FSS

Ron Glonek from ATM,
DLG FSS to Kenai AFSS.

Earl Sheneman from ANC
FSS to Kenai AFSS.

Ed Billiet from ANC SFO
to Manager, ENA SFO.

Harry S. Koontz, III, Devel-
opmental ATCS from ANC
FSS to ORT FSS.

Carolyn Empey from ZAN
AFS to Training Program
Manager,
AAL-420.

John Cline from AAL-454C
to NAS Operations Manager
and then to Manager for
Technical Support, ZAN AFS.

John Lane, ATCS from
Denver Center to ZAN
ARTCC.

Robert Snoddy from
AAL-423 to NAS Systems
Specialist, ZAN AFS.

Max Lazendorf from NA AFS
(and recently from Montana)
to SET, OME SFO.

NEW EMPLOYEES

Layne Shaw, ET, OME SFO
Chris Conquergood, Human
Relations Specialist, AAL-17.

Sayoko Mimoto, formerly an
engineering technician in
AAL-450, now airspace tech-
nician, AAL-530.

John Coleman, ADQ ATCT.



HOW TO KEEP THE SMOKING BAN FROM GIVING YOU FITS

A FLIGHT PLAN FOR SMOKERS COPING WITH NON-SMOKING FLIGHTS

The Coalition on Smoking or Health has developed these tips to help you make it through non-smoking trips with flying colors. As of February 25, 1990, a permanent, total ban on smoking on all airline flights in the continental United States took effect. Smoking on all airline flights to and from Alaska and Hawaii lasting 6 hours or less is also banned.

Remember: No one else will be smoking around you, and this will ease the urge to smoke. By the way, the urge to smoke will go away whether or not you smoke a cigarette.

How to Make Time Fly When You're Not Smoking

* Relaxercise. Think about something that makes you feel good. Relax your shoulders. Inhale as slowly and as deeply as you can. Hold your breath while you count to four, and exhale slowly, letting out all the air from

your lungs. Slowly repeat these steps 5 times.

* Fingertips. Keep your hands busy. Make a list of reasons for quitting smoking. Doodle. Do airline magazine crossword puzzles.

* Get up and stretch as often as possible.

* Liquid assets. If you smoke while drinking coffee, soft drinks, or alcohol during flights, try switching to fruit juices, water, or milk.

* Sweet dreams... As a last resort, lean back and sleep.

* Reward yourself. Take yourself out to eat at a nice restaurant at the end of the flight, watch a good movie, or buy something special for yourself. **Just don't smoke!**

Additional Survival Tips for Future Flights

* Bring along low-calorie snacks such as sugarless gum, fruit, popcorn, or fresh vegetables.

* Positive approaches. Prepare mentally for the non-smoking flight with positive thoughts and

imaging of clean air and a clear head.

Thinking About Quitting?!!

Consider this smoke-free flight the beginning of a smoke-free you! Call your local office of the American Lung Association, American Heart Association, or American Cancer Society for assistance in quitting.

CIVILAIR PICNIC

The annual Civilair Club picnic will be held on Saturday, June 30, 1990 at the Mat-Su Resort, located in Wasilla. The picnic starts at noon. All FAA employees and retirees and their families are invited.

Tickets for members are:

Adults	\$3.00
Children	\$1.50

For non-members:

Adults	\$5.00
Children	\$2.00

See your Civilair division representative for tickets. Tickets will also be on sale at the picnic. See you there!

RETIREES' ANNUAL REUNION JUNE 29

All retirees are urged to come to the annual reunion in the MIC Room of the Anchorage Federal Building at 9 a.m. on Friday, June 29. Briefings are planned on what's happening in the Alaskan Region, along with a "rap" session among the participants to get caught up on the activities of old friends over the past year. A representative from the FedAlaska Credit Union and Civilair Club will also be on hand to answer any questions you may have. We hope to see you there!

MORE WOMEN PILOTS

In the March 1990 issue of *INTERCOM*, we listed FAA Alaskan women who hold a current pilot's certificate. Since that issue was published, we have learned of the following additional female pilots:

Private Pilot/Single Engine
Land

**Dawn Rossit, ATCS,
Juneau ATCT.**



CHICAGO ARTCC REUNION

DATE: Saturday, August 11, 1990

PLACE: Kenny Field, Big Rock, IL

TIME: 10:00 a.m. - 6:00 p.m.

FOR: ALL employees ever employed at the CHICAGO ARTCC
(Including AT, AF, CAFETERIA, GUARDS, JANITORIAL,
TELCO, INSTALLATION, IBM, S.R.S.A., D.I.S.C., ETC.)

COST: \$15.00 Per Person
** The food will be catered by Reulands.

MOTELS: Best Western (708) 851-2000
Saratoga (Old Holiday Inn) (708) 896-0801
Regal 8 (708) 851-3600
Comfort Inn (Fox Valley) (708) 820-3400

NOTIFY: Junior Bartels prior to 7/15/90 if you plan to attend.

321 Sharon Lane
North Aurora, IL 60542
(708) 859-1651 after 3:30 p.m.
(708) 897-2061 Ext. 351 7:00 a.m. to 3:00 p.m.

** Payment in advance - no later than 8/1/90.

Please bring any pictures you may have of Chicago Center or any of the employees.



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

March 30, 1990

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

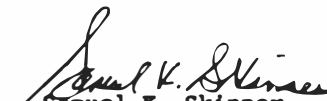
Following the release of our new National Transportation Policy which sets the framework for future transportation decisions, I want to take this opportunity to express my full support for the Department's programs that are designed to increase the participation of socially and economically disadvantaged individuals, including minorities and women in transportation funded programs and procurements.

Disadvantaged business entrepreneurs are making significant contributions to the transportation industry and the Nation's economy. These entrepreneurs continue to emerge as a dynamic force in the marketplace, bringing products and services into our economy and creating training and jobs for thousands of workers.

It is good policy for the Department and the Nation to encourage the formation and growth of new and existing businesses owned by socially and economically disadvantaged individuals by ensuring that they have the maximum practical opportunity to participate in federally funded programs. President Bush has requested that each Federal agency put forth every effort to "... create a level playing field so that small businesses can compete for Federal contracts."

We have several very good assistance programs which are designed to assist disadvantaged businesses in obtaining transportation-related procurements, such as the DOT Short-Term Lending and Bonding Assistance Programs. I therefore ask each DOT program and procuring office to give its full commitment toward achieving all goals and objectives in its disadvantaged business enterprise programs.

Disadvantaged entrepreneurs deserve the best environment in which to strive and advance. Coordination and cooperation between our Office of Small and Disadvantaged Business Utilization and the DOT Operating Administrations are necessary to establish an environment where these entrepreneurs are afforded the maximum practical opportunity to participate in the economic benefits of DOT funded and assisted procurement opportunities.


Samuel K. Skinner

2nd ANNUAL BLM SCRAMBLE
JUNE 17, 1990 10:00AM
MOOSE RUN GOLF COURSE



1. Field limited to 80 players
2. Ladies are encouraged to participate.
3. Ladies may use forward tee's.
4. Entry fee \$10, Green fees extra.
5. Teams will be formed using A,B,C and D players (determined by individual handicap); a drawing will be held to determine team composition.
6. Prizes will be awarded for closest to the hole and longest drive for both men and women.
7. Individual prizes for the three lowest team scores.
8. Door prize drawings will be held during the awards presentation after the tournament.
9. Refreshments will be provided.
10. Entry forms must be turned into Charlie Muhs 263-6528.
11. Deadline for entries is June 13th.

SCRAMBLE ENTRY FORM

NAME _____

HOME PHONE _____

WORK PHONE _____

AGENCY _____

HANDICAP _____

(1989 or current, or minimum of three (3) complete rounds played in the 1989 season; proof of play must be established; lowest score will be used for handicap.)

ENTRY FEE PAID _____

CASHIER'S INITIALS _____

SUBMIT ENTRIES TO CHARLIE MUHS, ANC FSS, 263-6528, OR JIM MOELLER, AAL-507, 271-5841, BY MONDAY, JUNE 11, 1990.

1990 FAA/CIVILAIR CLUB
GOLF TOURNAMENT
MOOSE RUN GOLF COURSE

FRIDAY - JULY 13TH 1990
TEE TIMES 10:00am - NOON

ENTRY DEADLINE JULY 6TH 1990

THIS TOURNAMENT IS OPEN TO ALL FAA EMPLOYEES, RETIREES, THEIR DEPENDENTS & GUESTS...PLAY IS LIMITED TO 72 GOLFERS...FIRST COME BASIS...AWARDS BANQUET FOLLOWS @ 6:00pm AT THE FT. RICHARDSON "O" CLUB...ENTRY FEE INCLUDES: PRIZES, AWARDS, LUNCH & BANQUET...GREEN FEES ARE NOT INCLUDED AND MUST BE PAID TO THE MOOSE RUN GC PRIOR TO TEEING OFF...GOLF CARTS ARE AVAILABLE ON A FIRST COME BASIS...TEE TIMES WILL BE POSTED ON JULY 10TH...

OFFICIAL ENTRY FORM

<p>NAME: _____ HDCP/AVG _____</p> <p>NAME: _____ HDCP/AVG _____</p> <p>NAME: _____ HDCP/AVG _____</p> <p>NAME: _____ HDCP/AVG _____</p> <p>TOTAL ENTRY FEES: _____ X \$30 = _____</p> <p>GUEST(S) BANQUET: _____ X \$15 = _____</p> <p>TOTAL AMOUNT ENCLOSED: \$ _____</p>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2">BANQUET</th> </tr> <tr> <th>PRIME RIB</th> <th>HALIBUT</th> </tr> </thead> <tbody> <tr><td>_____</td><td>_____</td></tr> <tr><td>_____</td><td>_____</td></tr> <tr><td>_____</td><td>_____</td></tr> <tr><td>_____</td><td>_____</td></tr> <tr><td>_____</td><td>_____</td></tr> </tbody> </table>	BANQUET		PRIME RIB	HALIBUT	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____
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MAKE CHECKS PAYABLE TO:
CHARLIE MUHS

MAIL TO:
2016 E. 5TH AVE., ANCHORAGE, AK 99501 (ph 263-6528)
OR GIVE TO:
JIM MOELLER...AIR TRAFFIC DIVISION (ph 271-5841)

REMEMBER...DEADLINE FOR ALL ENTRIES IS JULY 6TH 1990 and PLEASE INDICATE YOUR BANQUET CHOICE...

RAPE FACTS

Because the crime of rape often is not reported, reliable statistics are hard to get.

According to the Justice Department, in more than half of reported rapes the rapist is a stranger to the victim. However, in nonreported rapes the Department estimates that a majority of victims do know their attackers.

Although there are no separate statistics on rapes or assaults in the workplace, in many incidents, the rapist is someone the victim has seen in the building.

Here are some other myths and facts about rape from the General Services Administration.

Fiction. Most rape victims are young and pretty.
Fact. Rape victims are of all ages—as young as babies, as old as octogenarians. Rapists don't care.

Fiction. Rape happens only in the early hours of the morning.

Fact. Most rapes occur between 6 p.m. and midnight.

Fiction. Most rapes occur in a victim's home.
Fact. Only about one-fourth of rapes occur in a victim's home. Nearly 40% happen on the street or in parking lots, garages, parks, and playgrounds.

Fiction. Women secretly want to be raped.
Fact. Rape is a violent crime that traumatizes—physically and mentally—and sometimes kills its victims. No one wants to be raped.

Fiction. There's nothing a woman can do about rape.
Fact. Women can do a lot by learning when and where rape is most likely to happen and how to take precautions against becoming a victim.



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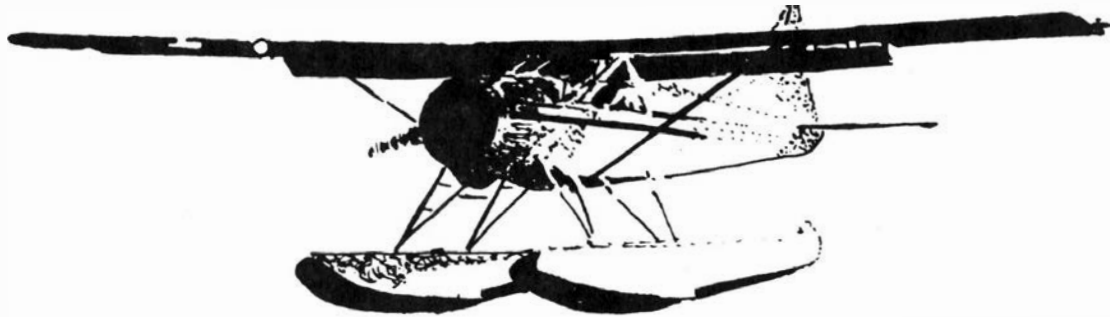
EDITOR
 Ivy P. Moore

REGIONAL ADMINISTRATOR
 Theodore R. Beckloff, Jr.

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 271-5293.

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*Aviation
Safety . . .
Is Everyone's Business!*

 U.S. Department of Transportation
FAA, Alaskan Region