



U.S. Department  
of Transportation  
Federal Aviation  
Administration



## Admiral Busey visits region

Administrator **James Busey** was welcomed by over 400 employees last month during his first visit to our region. Of the seven regions he has visited, it was his largest turnout so far for a regional all-hands meeting.

"I'm glad to see so many folks," he told the crowd at SeaTac's Hilton. "This is the only opportunity I have to hear directly from each of you."

Busey answered questions on topics ranging from transponders to telecommuting. He and Deputy Administrator **Barry Harris** also toured the SeaTac ATCT, TRACON and the RO, greeting workers along the way.

The distinguished party arrived early Nov. 27 aboard the FAA's new Gulfstream G4 jet. Regional Administrator **Fred Isaac** greeted Busey and promptly briefed him on regional news.

Busey and Harris then lunched with the Regional Management Team.

Topics included Puget Sound growth, the New Denver Airport, the new FAA Building and Northwest Mountain as the lead region for the NAS Plan.

At SeaTac, Busey met ATCT/TRACON employees and Seattle Port officials. He later visited Boeing facilities. Excerpts from his address are on Page 5; a VHS video is available from Public Affairs. →

## Major revisions proposed to reduce soaring traffic delays at SeaTac

**Dick Meyer**  
Public Affairs Officer, ANM-5

A proposed move to increase traffic efficiency and reduce delays at Seattle-Tacoma International Airport was introduced last month during a press conference at Regional Headquarters. SeaTac ranks 25th busiest in the nation but has the fifth highest delay rate among major U.S. airports.

"Our goal is to get south-flow aircraft on the ground without experiencing delays," said Air Traffic Division Manager **Temple Johnson**. "Delays keep planes in the air over Seattle and other Puget Sound communities longer, burn more aircraft fuel, irritate the traveling public and can cause backups throughout the entire national airspace system."

This alternative is the best of 13 considered by the FAA in terms of safety, simplicity, efficiency and noise impact. It allows controllers to land a double stream of aircraft. The single stream currently practiced is imposed due to an early-1970s procedure limiting

jet flights over metropolitan Seattle.

Arriving south-flow jets currently pass over one point in single file, limiting arrivals during optimum weather to 42 flights per hour—only 70 percent of the runways' capacity. This contrasts with a current arrival rate of 56 per hour when conditions permit landing in a northerly direction using SeaTac's parallel runways. "We've outgrown these procedures due to volume," Temple said.

By eliminating the single file rule and using both runways, landings to the south would increase to 56 per hour. Neighborhoods in North and West Seattle would experience fewer overflights while others north and east of downtown would experience more.

"You can't get in and out of this airport without impacting somebody," Temple noted. "That's reality. So far, the only [alternative] suggestion I've received is 'fly them over anybody's neighborhood but mine.' We have a hard time developing any kind of procedures around that type of input."

However, the changes allow for quieter operation. By staying higher for a longer time, arriving aircraft may use idle thrust/low energy descents and much less low altitude maneuvering.

See SEATAC on Page 3

RON MILLER



## New England Regional Administrator addresses FWP

WASHINGTON



**Diane Bero**  
Administrative Technician  
Seattle ARTCC Airway Facilities Sector

In celebration of National Women's Week, New England Regional Administrator **Arlene Feldman** spoke to sixty regional office and field employees Oct. 24.

Her enlightening presentation featured personal work experiences. Arlene used humor to describe many obstacles she overcame throughout her career; she also gave suggestions for career enhancement in the FAA.

Arlene emphasized the importance of developing a strong networking system and finding a mentor. She encouraged employees to learn as

much as possible about the aviation industry from many different angles. Examples include volunteering for an aviation-related association or acquiring a pilot's license.

Employees also benefit from becoming computer literate; developing skills in written/verbal communication and conflict resolution; gaining as much education as possible and approaching work with enthusiasm and constructive energy.

Many listeners later contacted members of the Federal Women's Program Regional Committee to thank them for Arlene's delightful presentation. We're fortunate to have had Arlene's visit and we express our appreciation. ➔

## A holiday message from your Regional Administrator

FredGram



As we approach the holiday season, I thought it would be a good time to reflect on the many things that you have done for the people in your community and the nation.

First of all, I wish more Americans understood how our National Airspace System works.

If they did, they would realize how much each of you—technicians, engineers, controllers, inspectors, pilots, procurement specialists and many more—contribute to their standard of living and quality of life. The work you do is very special, unique and important.

Second, your contributions as members of the community have benefited thousands of people in many ways. Your Combined Federal Campaign contributions and other special, local fund raising activities have made a real difference. Many have participated as volunteers in school, fire fighting, scout and other programs. I congratulate you and am proud to be one of the FAA family members.

In closing, my best wishes go to each of you and your families for a happy holiday season.



## Terminal Control Area expands safety margin around Salt Lake City

Rick Stedman  
Public Affairs Special Projects

The FAA's newly-established Terminal Control Area (TCA) at Salt Lake City International Airport became effective Nov. 16. The TCA, which went on line at 2:00 AM local time, will improve the safety margin for monitoring air traffic within a 25 nautical mile radius of the airport.

"What this action basically means is that all pilots must radio in advance to receive air traffic control tower

permission before flying within the TCA boundaries," explained Dan Boyle, Air Traffic Manager for the Salt Lake Airport Traffic Control Tower. Under the previous Airport Radar Service Area System, pilots merely informed tower officials of their presence in the area.

Another important safety factor involving the TCA is the FAA's recent requirement that all aircraft operating within the TCA's parameters be equipped with a Mode C Transponder. This electronic device not only pro-

vides an aircraft's position in a horizontal dimension, but also provides its altitude to air traffic controllers.

Of over 17,300 airports in the country, Salt Lake is one of two dozen cities which have TCAs. Recent FAA statistics show Salt Lake is the 38th busiest tower in the country with 290,000 total operations during 1988.

"We do anticipate a significant increase in services we provide to the flying public through more positive separation standards," Dan said. →

## WASHINGTON

### "We simply had to do something"

SEATAC from Page 1

"The overall benefit is tremendous," Temple said.

Current south-flow procedures worked well before 1980 because demand seldom neared capacity. In 1982, SeaTac's Airport Traffic Control Tower handled a total 211,394 operations. But during the twelve months ending last Oct. 30, over 328,000 planes took off and landed at SeaTac, surpassing the projected count for the year 2000 (*Intercom*, Nov. 14).

"Our air traffic priorities are to maintain safety, improve efficiency and fully utilize all the existing runway capacity at SeaTac," Temple explained. "The FAA has been participating in a noise mediation effort since November of 1988 that includes involvement of communities throughout the Seattle metropolitan area. The mediation committee has been considering this alternative since March of this year with an FAA request for alternative proposals or modifications.

"We simply had to do something," Temple continued. "We cannot wait another year to make changes. We owe it to the public. Since mediation started, operations at SeaTac increased by 14,000.

"That growth is continuing. Rest assured, we'll gain another 14,000 in the next twelve months. The outlook for next summer—which includes the Goodwill Games—is considerably higher."

The FAA conducted fifteen briefings for community caucus groups, locally elected officials, Congressional staffs, airline and airport officials and pilot groups. The FAA will continue in the mediation process.

A final decision has not been made on the proposal. Temple indicated the decision on implementation would probably be made this month. →



Above: Temple meets the press.  
Below: Jetliners at SeaTac wait their turn.

RON MILLER



## Instrument-rated pilot nominated by President as new FAA Deputy Administrator

APA-300

President Bush has nominated **Barry Lambert Harris**, an instrument-rated pilot, to serve as the FAA's new Deputy Administrator. The White House made the announcement Nov. 6. If confirmed by the Senate, Harris will succeed **Barbara McConnell Barrett**, the FAA's first woman Deputy Administrator, who returned to the private sector Jan. 20.

Since August, **Robert Whittington** has been acting Deputy Administrator. Bob's permanent position of Executive Director for Policy, Plans and Resource Management was filled by top FAAers on a temporary rotating basis.

At right, Harris and Administrator **James Busey** listen to comments from SeaTac ATCT employees.

He has served as President and CEO of the Alliance Corp., Portland, ME; and Community Systems, Inc., Gloucester, MA.



He also served as Gloucester's Asst. City Manager; Director of Community Programs, Commonwealth of Massachusetts Metropolitan Area Planning Council; documentary producer for WBZ-TV, Boston; and news writer for WINS radio, NYC.

Harris, 50, attended Denison University and Harvard, served in the US Army and is currently an officer in the inactive Army Reserve. He is married, has four children and resides in Cumberland Foreside, ME. He flies an average 500 hours per year. →

## Holidays looking bright for FAA leukemia patient

APA-300

**Chris Roberts** is optimistic about his struggle to conquer leukemia after a bone marrow transplant shows early signs of success. Chris is the son of **Scott Roberts** who works in the Office of Labor and Employee Relations at Washington Headquarters (*Intercom*, Aug. 22).

Confined to the Georgetown University Medical Center in Washington, DC after a Nov. 13 transplant operation, Chris—with his usual high-spirited outlook on life—aims to be home in time to shop for Christmas.

Early results point to a successful operation. At presstime, Chris was doing well. The bone marrow had engrafted and was producing blood cells. However, Chris is considered medically critical—in danger of not staying in remission—for the first 100

days after the operation.

Chris and his family searched for a compatible marrow donor after he was diagnosed with a rare form of acute lymphatic leukemia last February. He became so ill he was forced to quit his job. After a nationwide search, a donor was found, but a transplant operation—originally scheduled for last September—was postponed after Chris suffered a relapse.

The donor is an anonymous Vermont woman. Chris received an unsigned letter from her. For now, they correspond anonymously through the medical system. The two plan to meet next year.

Chris' father Scott said he is touched by the tremendous outpouring by FAAers across the country who contributed funds to help pay the high medical bills and offered to be tested as potential marrow donors. →

In another top management change, another Harris—**Edwin S. Harris**, former Associate Administrator for Airway Facilities—was named Executive Director for System Operations. He replaces **Wayne Barlow**, who moves over to take the slot of Executive Director for Regulatory Standards and Compliance. Wayne headed the Northwest Mountain Region before becoming an Executive Director. He replaces **C.R. "Tex" Melugin** who recently retired.

"These changes will strengthen the agency in critical areas and better prepare it for the challenges of the future," announced FAA Administrator **James Busey**.

Executive director posts were established in July 1988 by former Administrator **T. Allan McArtor** who likened the jobs to vice presidents in the private sector. Reorganization reduced the number of people reporting directly to the Administrator from 23 to 11. →



# “We must consider changes”

## Administrator James Busey tackles the tough issues

I've had exposure to a lot of facilities now. I've seen a group of dedicated professionals that are very concerned about their job of providing safe airspace and adequate utilization of that airspace.

Sam Skinner struck me as a guy on the move with a lot of ideas. He clearly had the support and confidence of the President. He's a mover who can do a lot for us in the FAA to fulfill our objectives.

Sam and I have carved out a working relationship that's far different from what you may have heard about relationships between previous Administrators and Transportation Secretaries. We have a Secretary now who can not only *spell* airplane, but who can *fly* one too.

“

*We've been robbing the training pot to pay for other things.*

*We're not going to do that anymore.*

”

**Independent FAA** I came not seeking autonomy or independence, but to work within the system. I'm aware of the congressional bills to push for an independent FAA. Independence would very quickly lead us to an opportunity for more micromanagement by congress. Unless the Administrator has regular, open access to the President, there wouldn't be any help or oversight.

I'm comfortable having a cabinet officer fight our battles at the White House table. I see a need for additional flexibility to run our own show. But I'm against the so-called independence. I don't think it's going anywhere. The votes aren't in the House and Senate to make it happen.

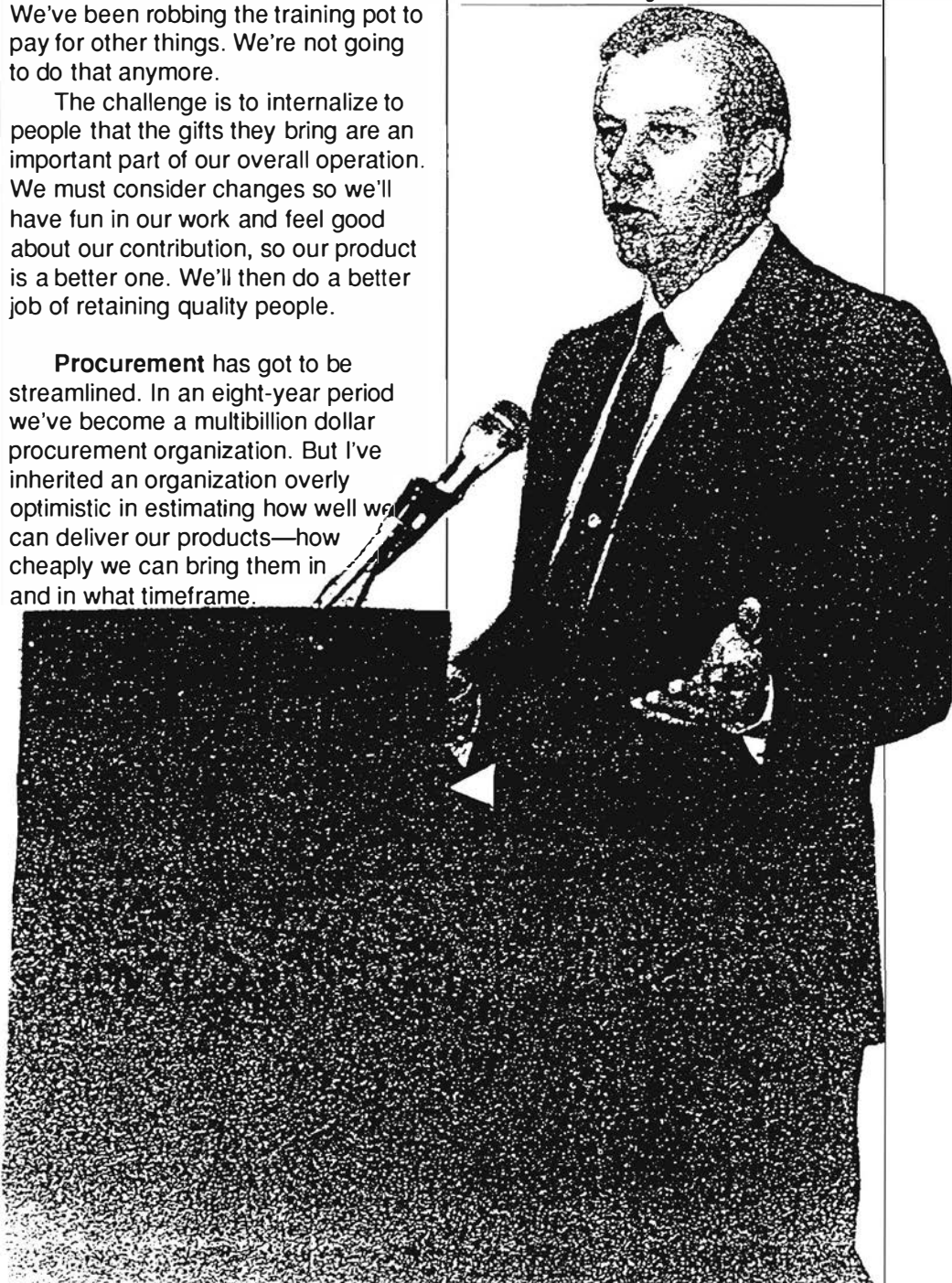
**People** We've got to sharpen up our recruiting effort and do a better job of centralizing and resourcing it properly with the bucks necessary. Once we get the people in the door, we've got to provide them with formal entry-level training if we're to enable people to grow to their full potential. We've been robbing the training pot to pay for other things. We're not going to do that anymore.

The challenge is to internalize to people that the gifts they bring are an important part of our overall operation. We must consider changes so we'll have fun in our work and feel good about our contribution, so our product is a better one. We'll then do a better job of retaining quality people.

**Procurement** has got to be streamlined. In an eight-year period we've become a multibillion dollar procurement organization. But I've inherited an organization overly optimistic in estimating how well we can deliver our products—how cheaply we can bring them in and in what timeframe.

That's led to underfunding. The equipment is right around the corner but we're still suffering from that bow wave. I've got to fight for the big budget to pay for the AAS, ASR-9, voice-switching system and windshear alert.

See BUSEY on Page 9



# Meet the st Region

**Joe Catalano**  
Regional Duty Officer  
Operations Center

**W**hat is the focal point for coordination and notification concerning just about anything that happens in our region? The realm of the Regional Operations Center (ROC) is diverse—as are its personnel.

**T**he ROC has an active role in emergency readiness. Its Emergency Readiness Program involves maintaining the FAA's capability to function regardless of whatever disaster—natural or man-made—might occur within our geographic area of responsibility—Washington, Oregon, Idaho, Montana, Utah, Colorado and Wyoming.

**T**hese include earthquakes (recently experienced in the Western-Pacific Region), storms (recently experienced in the Southern Region), volcanic eruptions (Mt. St. Helens), tsunamis, flooding, civil disturbances, nuclear accidents or attacks by hostile forces. Our major concern during these periods is to provide continuous operating capability for the Regional Administrator and his staff.

**W**e also maintain effective command control to provide service to the aviation community and disaster relief personnel.

**D**uring emergencies, how does the ROC keep in touch with the outside world? It operates a communi-

cations center where messages are transmitted and received via a variety of data communication mediums.

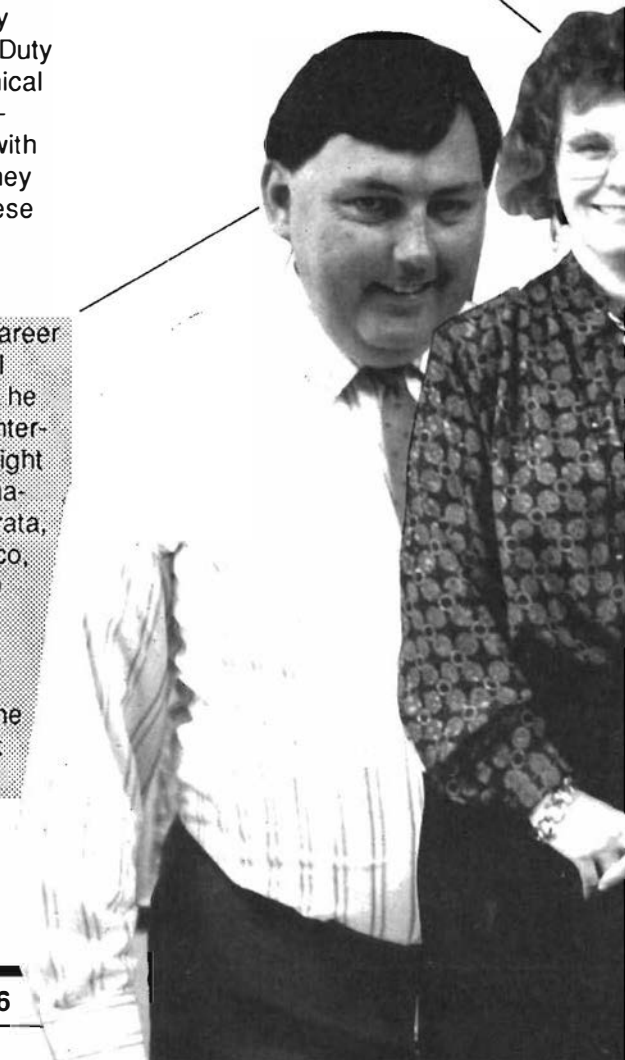
**T**hese include the FAA's Service B Teletype Network, the military Autodin Network, EasyLink Telex, telegram, mailgram and facsimile systems. Our High Frequency Radio system is vital when emergencies disrupt normal landline communications.

**T**o disseminate information during crises, a Duty Officer must be knowledgeable about all facets of the FAA's mission and programs. When responding to calls, Duty Officers constantly decide who needs to be involved and to what extent. They become experts at coordination. Duty Officers don't profess to be technical experts on air traffic or flight standards, but they do know people with answers to hard questions and they readily connect the caller with these experts. →

**Michael O' Connor's** FAA career began as part of an experimental program in Spokane, WA, where he worked six months at Spokane International Tower, Approach and Flight Service Station. Mike's first permanent assignment was at the Ephrata, WA FSS. He went on to the Pasco, WA ATCT and FSSs in Boise, ID and Seattle.

Mike enjoys camping, hiking, fishing and hand crafts. If you're looking for that special place in the region to get away from it all, ask Mike.

Manager **Kathy Paul** recently came to the ROC from a previous position as Planning and Liaison Specialist for the Executive Staff, ANM-4B. Kathy is responsible for maintaining this Region's command control communications capability. She ensures timely, efficient flow of information between various levels of FAA management, field operations, and government agencies during crises and routine periods of operation.



# ff of your l Operations Center

**Joseph Catalano's** FAA career began in 1985 when he joined the Civil Aviation Security Field Office in Seattle. He was a Civil Aviation Security Specialist/Federal Air Marshal before coming to the ROC two years later.

Joe's background in security and law enforcement goes back to 1971. He spent nine years' active service with the United States Air Force as a Security/Law Enforcement Specialist. He was honorably discharged and continued his career with a private security company, the Seattle Police Department and the Internal Revenue Service.

**Richard Ferguson** has over 11 years' experience as a Duty Officer. He entered the FAA in 1968 as a controller at the Leesburg, VA Air Route Traffic Control Center. While on the east coast he also worked at the Headquarters Central Altitude Reservation Facility (CARF).

In 1978 Dick moved to Denver and became a Duty Officer in the Rocky Mountain Region. When it combined with the Northwest Mountain Region in 1982, Dick moved to Seattle. Off the job Dick is interested in chess, darts and horses.

**Virginia Bright** came to the ROC last year from the Grand Junction, CO Flight Service Station (FSS). A welcome addition to our team, Gini rapidly learned her new position's functions and duties.

Gini always sets new goals for herself. She started with the FAA in 1976 as a secretary to managers at the Grand Junction Airport Traffic Control Tower (ATCT) and FSS. After training in Oklahoma City from 1979-81, Gini remained in Grand Junction as a Specialist at the FSS until moving to Seattle.

**Lee Fryer** has been a Duty Officer since 1986. He came to the ROC from the Baker, OR Flight Service Station, where he managed that facility. Lee previously worked at the Denver, CO, North Bend, OR and Hill City, KS FSSs.

Lee has a Bachelor of Science degree from the Massachusetts Institute of Technology in Industry Management/Aeronautical Engineering and a Masters in Business Administration from the Northeastern University, Boston, MA Graduate School of Business Administration.

Lee belongs to the Experimental Aircraft Association. He's also a knowledgeable sailor, currently building his own sailboat!







**9:17 AM**  
Busey and Deputy Administrator Barry Harris arrive at SeaTac aboard Spirit of America, the FAA's Gulfstream G4.

## The rubber hits the road

*A chronicle of Administrator Busey's whirlwind visit*



**10:51 AM**  
Busey joins the Regional Management Team to review FAA objectives.



**11:58 AM**  
Over lunch, the Administrator hears regional concerns & answers questions.

**2:34 PM**  
Controllers at the SeaTac Airport Traffic Control Tower discuss proposed arrival changes with Harris and Busey (see story, Page 1).





BUSEY from Page 5

**Outreach** We're an organization that loves paper. Everyone wants to write a point paper and we need 98 copies of everything. But we can still do a better job of communicating with the user group outside FAA—pilots, mechanics, FBOs, airport managers. They perceive us differently than we perceive ourselves.

I don't see communication flowing from top management levels through the workforce. Each one of us needs to have an idea what their contribution means—how valuable it is and how it's appreciated. That's what internal communication is all about.

**National Transportation Policy** We are very heavy players in this process. We've done a lot of work that the other [DOT] modes haven't thought of doing. Now we'll have a skeleton framework to build a national aviation policy. We can do a better job of putting together a national aviation policy than some congressionally-appointed group can.

**Straightlining** I decided early on not to make changes but to build on what we had. I didn't think we had time to go through that emotional upheaval and uncertainty all over again.

I hold Regional Administrators accountable to be my eyes and ears in regions because we're so spread apart. That's what we've been working to codify for the last six months. I expect Fred Isaac to be involved and tuned in to all sensitive, across-the-line regional issues.

**12:41 PM**  
A standing-room-only crowd gathers to hear Busey's address in the SeaTac Hilton's grand ballroom.

**Pay and Benefits** The Pay Demonstration Project is getting bids for jobs in high-cost-of-living, less-desirable areas. The downside is that it's creating a heck of a morale problem because we have people already living and working in those areas who aren't getting any 20 percent bonus.

We're not going with a pay program that addresses only part of the organization. We have a pay study underway to address adjustment for cost of living for all our people. We're looking for a basic core pay package to pay people based on their skills and the job they're doing. I expect some results in two to three months.

**Foreign Aircraft Certification** It's essential that we play a very heavy role with our allied countries in the certification process. I'm satisfied with our relationship with Britain, France and Canada. Our standards are fairly close.

I'm more concerned about the Soviets. *Glasnost* and *Perestroika* continue to roll. It wouldn't surprise me if we enter into a foreign assistance program with the Soviets tomorrow. But we can't certify their aircraft without direct access to their material structure, construction process and machine tools. We've got to have bilateral relationships. It will take time—we haven't dealt with Eastern Bloc nations before.

**SeaTac Overcrowding** We in the FAA do not build airports—local communities do. This community won't have a new airport until it gets off its can, decides to handle its problem and understands the contribution that an improved SeaTac or a replacement airport makes to the local economy. All we can do is stimulate, prod and help.

**Airport Maintenance** Using AIP funds, airports can buy new, modern nav aids and equipment much faster than we can. They're not constrained by the regulations we are. They can purchase and install them right away and we can get to work maintaining them. As long as we remain involved in the planning process, we can use that to our advantage.

**Permanent Change of Station** We're moving far too many people too often. By sharpening our pencils and improving our planning, we can provide more stability and reduce unnecessary PCS moves. We've got to tighten up our process there. It will take a cultural change, though, from the way we do business. →

**3:48 PM**  
SeaTac Terminal Radar Approach Control employees meet for a Q&A session with the Administrator.



# Human Resources Division Digest "Aviation Safety Through People"

Compiled by Robyn Collyer, Employee Relations Specialist, ANM-15



**Introducing:**

**Jeffrey D. Miller** (left) has joined Human Resources as a Position Classification Specialist. His experience is in staffing, recruitment, employee relations, classification standards development and inspections.

Prior to his arrival in the Pay and Performance Branch, Jeff worked for the State Department in Washington, DC as a Security Inspector in the Office of the Inspector General. TDY visits to Seattle convinced him to relocate here permanently. His assignment areas include Logistics, Air Traffic and Civil Aviation Security. Welcome aboard!

**Vicki Harrell** (right) is a new Employee Relations Specialist in Pay and Performance. She replaces **Jack Hutchison**. Her duties include Regional Incentive Awards Program Manager, Performance Management System Manager and performance advice, counsel and training.

Vicki began her 20+ years of federal service as a military personnel clerk for the Canal Zone Government in Panama. She was promoted to the staff of the Youth Advisor to the Canal Zone Governor. Returning to the US, Vicki became a real estate salesperson in California. After relocating to Portland, OR she worked for the Bonneville Power Administration. At the BPA Vicki entered a career development program and was ultimately promoted to Assistant Manager for Management Services.

Vicki relocated to Seattle with the BPA and three years later joined the FAA as a Program Management Specialist in Aircraft Certification. You can reach Vicki at FTS 446-2330/COM (206)431-2330. →



**Thrift Savings Plan Open Season**

The Thrift Savings Plan open season started Nov. 15 and ends Jan. 31, 1990. Elections are effective after receipt in ANM-11, beginning the first pay period in January. All employees hired prior to July 1, 1989 are eligible to participate. If you have questions, call ANM-11 at FTS 446-2313/COM (206) 431-2313. →

**Correction**

In the Oct. 31 *Intercom*, we erroneously stated **Kaiser Northwest** and **Selectcare**, both of Washington and Oregon, would not renew their contracts in 1990. We apologize for our mistake! Kaiser Northwest and Selectcare *will* participate in the Federal Health Benefits Program again. Please continue to check your plan comparison charts for participating carriers. Thanks. →  
ANM-11 FTS 446-2011  
COM (206) 431-2011

**Denver FEB Solicits Nominations**

The *Excellence in Government Awards Program* was established 28 years ago by the Denver Federal Executive Board to recognize outstanding accomplishments, efforts and contributions of dedicated federal employees in Colorado. Over the years it expanded to include state and local government employees.

The Board is now accepting nominations for the 28th Annual Program. Categories include, but are not limited to:

- Distinguished Federal Manager
  - Distinguished Federal Supervisor
  - Outstanding Clerical/Secretarial Employee
  - Outstanding Financial Manager
  - Outstanding Professional/Administrator
  - Outstanding Scientist/Engineer
  - Outstanding Technician/Assistant/Aid
  - Outstanding Trades/Crafts Employee
- Nominations plus photos must reach the Board no later than Jan. 17, 1990.

→  
ANM-15 FTS 446-2018  
COM (206) 431-2018

## Students meet FAA division representatives at Career Days show

**Al Buscio**  
Retiree Coordinator

Over 100 career-minded students at John F. Kennedy Memorial High School learned of potential futures in aviation during a recent Career Days Expo. Representatives from five FAA divisions were on hand to answer questions and provide literature to prospective achievers.

The event's objective was increasing students' awareness of career opportunities in the aviation field. The FAA's team targeted Juniors and Seniors preparing to graduate from their school in Burien, WA. Available publications described careers in engineering, piloting, maintenance, airports, airlines, manufacturing, air traffic control and government.

Hazardous Material Program Coordinator **Jim Hanulik** was principal speaker. He was accompanied by (pictured l-r) Retiree Coordinator **Al Buscio** of Aviation Education, Electrical Engineer **Bruce Hall** of Airway Facilities, Military Operations



Specialist **Joe Dejole** of the Seattle Air Route Traffic Control Center, Personnel Staffing Specialist **Tracy Rowley** of Human Resources, Modification Branch Manager **Dave Hmeil** of the Seattle Aircraft Certification Office and Stay-In-School **April Holttum** of

Public Affairs.

The Aviation Education Program plans to continue promoting Career Days in the future at many other High Schools and educational institutions. We encourage AvEd coordinators in the field to do the same! ➔

## How about some sound advice?

### Tim's Safety Tips

By **Tim Tengesdal**,  
Occupational  
Health and  
Safety Officer



Some illnesses creep up on you with no symptoms of any kind. Suddenly—when it is too late to do anything about a cure—they show up.

Hearing loss from noise is one of these. Its progress is so slow and sneaky you hardly notice it, because you just simply adjust as sound reception becomes fainter.

"Most of us don't realize how much noise surrounds us," according to **David Goldstein**, Purdue University professor of audiology and speech sciences. "It could be the car we drive or the lawnmower or even the electric razor."



Noises we are subjected to accumulate gradually and can cause a hearing loss after ten to 15 years. "When you're subjected to too much sound, your hearing gets poorer temporarily," Goldstein explained.

"If you rest, stay away from the sound, your hearing comes back. That's called *temporary threshold shift*. With continuing exposure, this shift can become permanent." At work or at home, we can protect our hearing by reducing noise before it reaches our ear drums by using plugs or muffs.

Don't play it by ear. When a job or activity is noisy, wear protection. ➔

# Happy haunts take over Denver Hub AFS

**Christi Wilkinson**  
General Supply Specialist  
Denver Hub Airway Facilities Sector

**T**hat fearless doer of good deeds, Batman—better known as Manager **Jack McCormack**—led a crew of witches, devils and vampires Oct. 31 at the Denver Hub AFS. It was business as usual except for office attire. Everyone participated in this costume free-for-all.

A classy witch with skeleton legs (c) flitted about the Administrative Officer **Sylvia Earley's** office. The darkened office of Assistant Manager **Dale Kunkel** was instead occupied by Count Dracula. Vistors in the Technical Support Unit were greeted by a flapper complete with feather boa (r) and a furry, mop-topped critter where Clerk-Typist **Julie Martinez** and Engineer **Dick Fohn** used to be.

A fiery, fork-tailed devil (l) answered Secretary **Dorothy Sander-**son's phones in the Program Support



area while a tattered baglady collected excess in logistics for General Supply Specialist **Christi Wilkinson**.

Halloween was definitely a fun day at the Denver Hub AFS. Don't be worried about its operations—our motto is "Never fear, Batman's here!" →



## Airway Facilities Christmas Potluck

December 19  
11:30 AM  
Regional Office  
Third Floor

**Retirees Welcome!**

\$2.00 per person  
Plus hot or cold dish



## Correction

Story contributor **Mary Jo Ketcham** was misidentified on Page 11 of the Nov. 14 *Intercom* as an Air Traffic Control Specialist at Olympia Tower. She is in fact a Secretary at the SeaTac Airport Traffic Control Tower. Nonetheless, Mary tells me she appreciates the spot promotion and only regrets it was so short-lived. Sorry about the goof—MHB→

# Pueblo tower employees send manager to jail

**Charleen Miller**  
Secretary, Pueblo ATCT

**I**n an unprecedented group effort, employees at the Pueblo Airport Traffic Control Tower (ATCT) recently set up Manager **Buell Shaffer** for arrest by the County Sheriff.

The collar, however, was all part of a local March of Dimes fundraiser called *Jail and Bail*. Buell (at right, below) was fitted with a jailbird uniform—number and all!—and handcuffed. Next he was shuttled off to jail at the Pueblo Holiday Inn and charged with Harrassment by Binoculars (?).

Buell received a \$300 fine and was sentenced to raise bail by calling friends, fellow employees and other sympathizers. One hour and *over* \$300 later, Buell was released and his ordeal ended.

We are proud of our boss for the time he spent for a worthwhile cause and for his great sense of humor. →



**NORTHWEST  
MOUNTAIN  
INTERCOM**  
Vol. 89, #25

REGIONAL ADMINISTRATOR **Fred Isaac**  
PUBLIC AFFAIRS OFFICER **Richard Meyer**  
EDITOR **Matthew H. Brown**

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Seattle, WA 98168

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