



ALASKAN REGION

INTERCOM

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION



DOING OUR PRINTING



Cover Story

The cover picture and those on page 3 show people in our printing plant doing some of the kinds of jobs which make up their average day's work load.

Anne Burt is featured on the cover. Mary Smith and Barbara Booher are the subjects of page 3 photographs.

The printing plant accomplishes a great many tasks for FAA as well as the Weather Service, Civil Service Commission and, in addition does a small amount of work for the U.S. Coast Guard.

Examples of some of the printing jobs are:

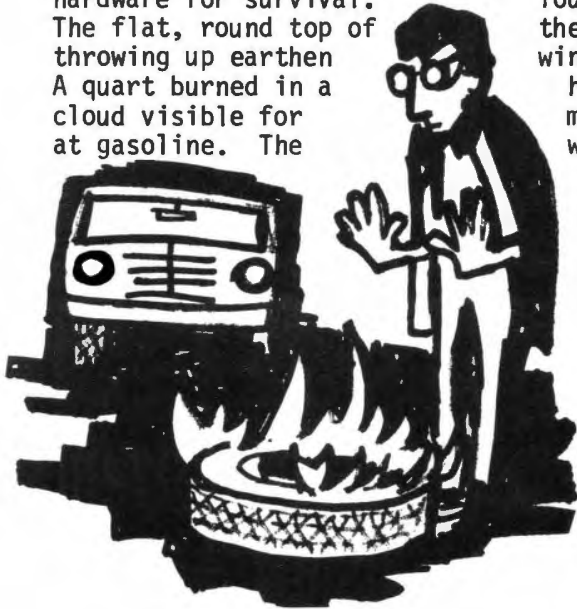
INTERCOM - 2200 copies each week. A ten page issue means 22000 page copies! Renots, Messages, Orders, Bids for goods and services, Press Releases, Commissary Catalog each month (about 30 pages, 1000 copies), Field Promotion Plan, Flight Standard's Safety Newsletters.

Besides being skilled at operating the various machines used in the printing business, the girls in the printing plant are all qualified key operators for the Xerox machines located throughout the building.

Your Car's A Lifesaver

Ever thought of your car as a lifesaver? During emergencies any vehicle contains much hardware for survival.

The flat, round top of throwing up earthen A quart burned in a cloud visible for at gasoline. The



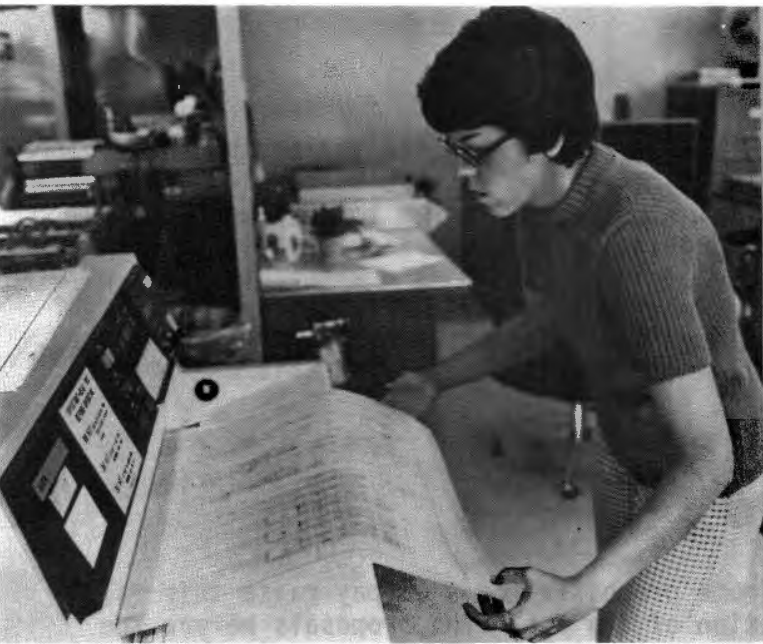
Your horn can alert rescuers as far as a mile downwind. the air cleaner can be used for digging trenches or windscreens. There's a reservoir of oil under the hood. hubcap in the still air of sunrise spews a miniature miles. Every hose converts to a siphon for getting windshield wiper tubing becomes an effective tourniquet. The hood can be removed and used as a heat reflector behind your fire. If you're lucky enough to have hot dogs or other food along, the dip stick makes a great skewer for cooking. Your car serves as a bunkhouse. Convex gauge lenses or the dome light's glass can be a sun-focusing fire starter if you don't have matches or a cigarette lighter. A burning tire makes a hot fire that won't go out for three or four hours. For night signaling, remove a head lamp from its housing and direct its beam upward in wide, sweeping arcs.

Reprint from USAF DRIVER MAGAZINE.

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Mary Smith (right) operating the collator. Coincidentally INTERCOM was being run through when this picture was made.



(Above) Barbara Booher runs a master drawing through the Xerox machine to produce a reduced size copy for Airways Facilities Engineering Branch.

(Right) Barbara feeds a stack of letters into a paper folder.



4 Coleman To Airport Advocates: Meet Me In Columbia-Waterloo



Transportation Secretary Coleman last week paved the way for construction of a major new airport for the St. Louis area between the Illinois communities of Columbia and Waterloo. The new facility would handle the area's airline traffic with the present Lambert International Airport continuing in business to serve general aviation. In his decision, Secretary Coleman stipulated that the new airport would not open for operations before 1992 unless an authority representing both the states of Missouri and Illinois is established. With the bi-state body, the new airport might open in 1987 or even earlier. Other conditions the Secretary imposed are intended to ease individual and community transition problems. Still other stipulations guarantee that persons losing their jobs at Lambert be given preference for jobs at the new site.

Ground Prox Units Fly

All U.S. air carriers have met the agency's September 2 deadline for having fully-operational Ground Proximity Warning Systems (GPWS) installed on turbine-powered aircraft. The on-time compliance followed a successful nine-month program to resolve technical problems with the equipment. Reliability problems with the GPWS became evident last year when air carriers began installing the equipment which is designed to alert pilots to excessive descent rates and other situations that could lead to inadvertent flight into terrain. The high number of false alarms and nuisance warnings reported by the airlines prompted FAA to extend the deadline for operational use of this equipment from December 1, 1975 to September 2, 1976.

Pay Proposals Pondered

President Ford is considering three separate proposals for a GS pay raise this fall, while Congress mulls a Federal pay action of its own. The proposals before the President are: 1) A "weighted" increase, with different percentage raises for each GS grade, averaging 4.83 percent overall. This proposal, recommended by the President's Pay Agent (CSC and Office of Management and Budget), also would raise the limit on career employee salaries to \$39,600. 2) An across-the-board increase of 8.2 percent for all GS grades, recommended by the Federal Employees Pay Council. 3) A still undisclosed raise recommendation by the President's Advisory Commission on Federal Pay. On Capitol Hill, the House has passed a measure which would hold the limit on career employee salaries to the present \$37,800. The bill now faces action in the Senate. The pay plan chosen by the President will become effective on October 1, although it is possible the decision could be put off until as late as December, with the pay raise retroactive to October.



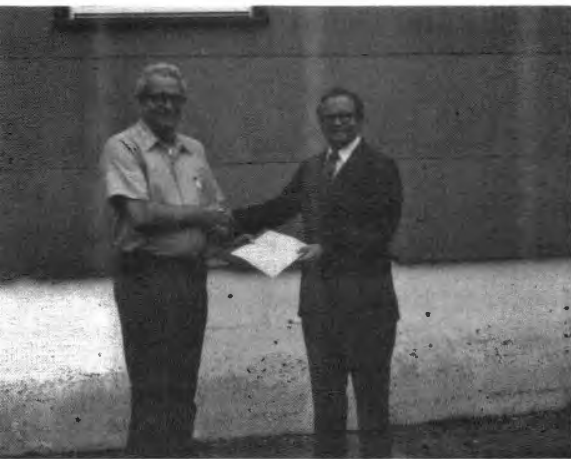


Warren Twiggs (left), Assistant Chief, Anchorage IFSS, presents Clara Steiner, ATCS with a Letter of Commendation.

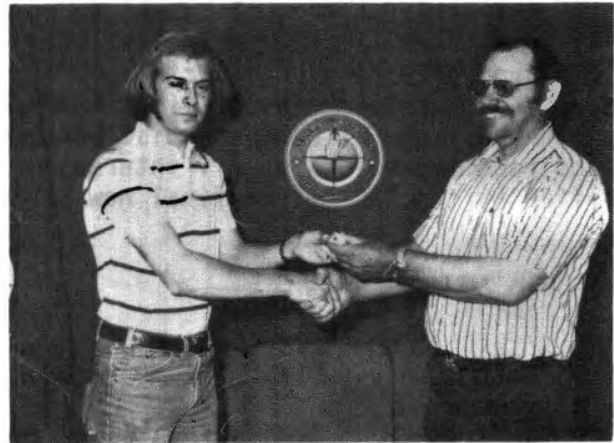
Kathryn L. Blagrove, Developmental Air Traffic Controller Specialist, receives a Special Achievement Award from Walter Burkevich, Assistant Chief at the Anchorage ARTCC.



ATCS Donald Sproul receives Letter of Commendation from Gary L. Christiansen, Chief, Kodiak Tower/GCA.



Ronald Silva, Air Traffic Control Specialist, receives a one year pin from King Salmon FSS Chief Les Dhaboit.



More Power To Them



A power conditioning system was commissioned last week at the Jacksonville enroute center, the 20th and last center on the U.S. mainland to receive the equipment. PCS protects the versatile but delicate electronic hardware in each center from surges, dips or "brownouts" in commercial electric power. In addition, PCS uses a bank of batteries to supply power to crucial equipment during the time between complete stoppage of commercial power and takeover by the center's emergency engine-driven generators. The first PCS went operational at the Los Angeles Center two years ago. The systems were provided by the AiResearch Co., a division of Garrett Corp., under a \$10.8 million contract.

Son Finishes What Dad Started

Once upon a time, an air traffic control tower opened at Des Moines Municipal Airport. The controller who made the first radio transmission was John Doerflinger. Twenty-six years later, on Aug. 3, 1976, the tower was closed down and a new one opened. The last transmission from the old tower was sent by Michael Doerflinger, John's son. This surely is a first in the annals of the agency. The senior Doerflinger is presently chief of plans and evaluation in the Rocky Mountain Region Air Traffic Division.

Draft ATC Classification Released

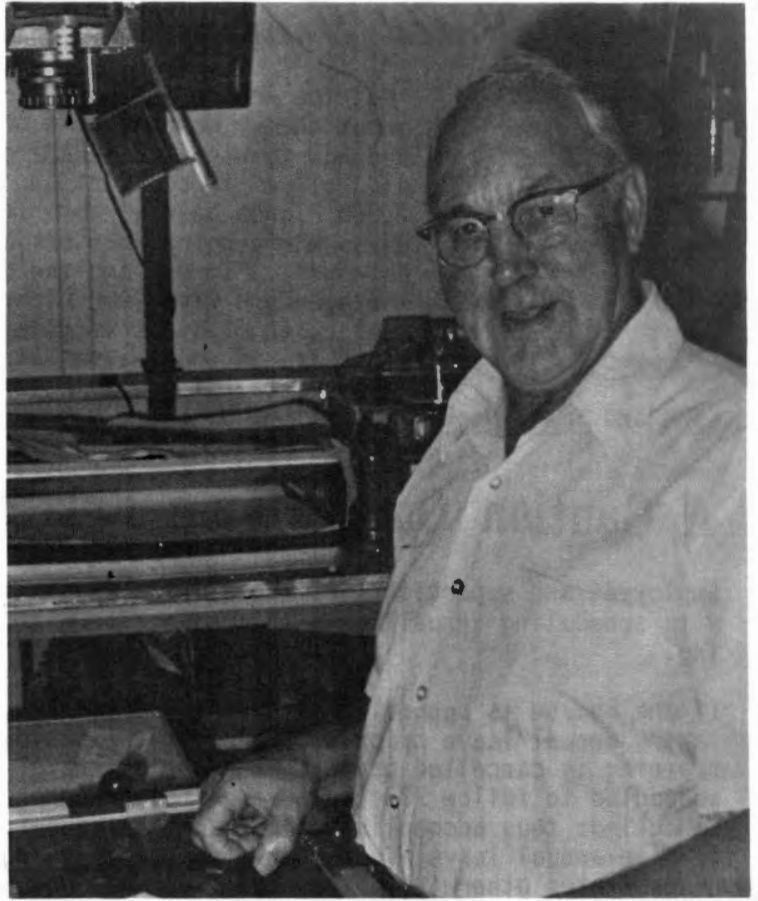
The Civil Service Commission last week released a draft report on job classification standards for air traffic controllers. In a GENOT (general notice) transmitted to all ATC facilities, Administrator McLucas said: "I have strongly endorsed with the support of Secretary Coleman the concept of more pay for controllers at certain busy facilities. However, from a preliminary analysis, the draft standards do not provide for GS-14 positions at facilities handling high traffic volumes. It also appears from this preliminary review that application of these standards would result in downgrading a large number of facilities and a significant number of controllers. On that basis I have advised Chairman Hampton of the Civil Service Commission that the draft standards are not satisfactory. I intend to do everything possible to achieve acceptable standards. All of us should understand that this draft staff report is not the final word. Both FAA and PATCO have until October 1 to submit comments and recommendations. The FAA will proceed to develop the specific information necessary to support a satisfactory standard. Although I do not want to raise undue expectations, I am confident that the concerns and recommendations of all interested parties will be given complete and proper consideration by the CSC before final new standards are released."

In Memoriam

Funeral services were held last week for long time FAA photographer, Hermann Kurriger. Kurriger, 68, died Sunday, August 29 at Providence Hospital.

Born April 29, 1908 in Memminger, Germany he came to the United States in 1925. Before retiring earlier this year, Hermann had worked as a photographer for FAA Alaskan Region for 29 years. He was a member of the Royal Order of Moose in Anchorage. Surviving are his wife Lenore of Anchorage and two daughters, Mrs. Beatrice Maule of San Mateo, California and Mrs. Stephanie Moran of San Jose. He also leaves two brothers and a sister. Hermann is buried at Anchorage Memorial Park Cemetery.

Many FAA people knew Hermann over the many years he worked in Alaskan Region, and are saddened by his death.



Jan Baird Leaving

Harvey Muller, Supervisory Electronics Technician bids farewell to clerk typist Jan Baird who resigned from FAA after more than three years of service to take a position at the Bethel Community College.

FAA World September Preview



"Metrics Are on the Way," and we might as well learn something about them. We provide a short lesson on the system's rationale and how to use it...A CAMI medical illustrator's "Faces of Death Aid Police" in accident and crime identification..."40 Years and 7,000 Planes Later," this former test pilot is still in aviation... Guess who's going into aerial advertising with a "Finger-Lickin' Balloon?"..."Stress and the Controller" provides a status report on the agency's five-year biomedical study of factors that influence the health of air traffic controllers..."A Belated Honor for You?"; that is, if you trained at Stockton...We also have a puzzle called "The Mental Minute," Federal Notebook, Faces and Places, Direct

Line and Small World.

A Caution On Training-Related Leave

Employees and supervisors of the Alaskan Region should be aware of a potential problem with scheduling annual leave in conjunction with travel to MTS or the Academy for training.

If the course is cancelled after the individual has left the state for the purpose of taking annual leave prior to training; the employee must pay travel expenses if the training is cancelled prior to the normal travel dates. With the exception of training scheduled to follow 737 leave, the Region cannot pay travel expenses when the training is cancelled; thus accomplishing personal leave only. An alternative is to urge employees to plan annual leave after completion of training except where operational need necessitates otherwise.

All supervisors should be aware the problem exists and counsel their employees when requests for annual leave prior to training are made.

Restoration Entitlement-Return Rights

Overseas employees who are beyond their third tour of duty or presently in their third tour of duty, must return to their parent organization or forfeit return rights at the end of their present tour (reference handbook 3330.6B). If the employment agreement for this current tour was approved under Handbook 3330.6A, then this directive remains effective for grade restoration requirements until the employee elects to exercise or forfeit return rights. The grade entitlement for employees still covered by 3330.6A is, "...the grade held at the time of exercising return rights or at the grade held immediately prior to the overseas assignment, whichever is higher." An exception to this would be a grade restriction by the parent organization and agreed to by the employee.

If you have any questions on grade restoration and exercising your return rights, please call Cecelia Hunziker, extension 5522.