

## How an airline sets up at Sea-Tac

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Board proceeding (the Pacific Northwest-Southwest service case). Frontier was proposing to link Seattle and Portland to some major cities in the Southwest by way of Denver, Salt Lake City and Albuquerque.

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### Deregulation

Why, then, was Frontier finally able to begin service from Sea-Tac on November 1, 1981, more than 17 years after its initial attempt? Not because the CAB hearings finally led to a decision in its favor, but because the nation's air-transport system had been deregulated. In fact, the airline easily got authorization to fly to Seattle soon after deregulation took effect.

Indeed, now practically any carrier has to do to be allowed to fly somewhere new is file its intention, and CAB approval is almost automatic. Since deregulation, there is no reason for the CAB to turn an airline down. So now, getting a new route granted may be the easiest part of setting up operations at Sea-Tac.

### Setting Up

Then what does an airline have to do once it is granted Seattle



Photo, Barbara Stewart

## Not just a tall tail

When a twin-engine Beechcraft ended up on its nose at the north end of Runway 16 Left, personnel and equipment from the Port of Seattle Fire, Maintenance, Operations, and Aviation Departments were quickly on the scene to ensure safety and get the plane down. See what happened next inside.



Frontier Airlines ticket counter (Photo, Barbara Stewart)

## Black history exhibit



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One of the pictures in an exhibit at Sea-Tac in February to celebrate Black History Month. The exhibit, entitled "Bridging Generations," featured pictures of prominent and respected local and national black leaders. Each picture was accompanied by an explanation of the person's noteworthy history, community activities and special qualities.

service? What steps are necessary to actually set up operations here?

First of all, the airline almost always picks a very firm start-up date—like Frontier's November 1, 1981. According to Ewing Stringfellow, manager of Airport Real Estate, "this date is always met somehow. The Port of Seattle and the new airline really work hard so that operations will start on schedule."

In the early stages, a corporate representative of the airline—usually, and in Frontier's case, the director of properties—indicates the airline's proposed plans and timetable to the Port of Seattle Aviation Department. At the same time, the representative investigates the possibilities at Sea-Tac for the airline's own schedules and facilities in order to see how well these would mesh with its operations elsewhere.

But the rise in the number of airlines at Sea-Tac due to deregulation has led to a decrease in available space here. There is no longer excess capacity.

Some simple statistics really spell this out. In 1968, Sea-Tac had 12 airlines. No new airlines came in between 1968 and 1978. Since deregulation in October 1978, 16 airlines have come in—mostly in 1981. So since 1981, new entrants haven't been able to get exactly the facilities they would like.

### Sharing

As a result, many new airlines are sharing facilities in various ways with carriers already set up here. Frontier, for instance, is using Pan Am's gate, part of Pan Am's ticket counter and some of Wien Air's office space, and leasing some office space from the Port of Seattle.

How does a new airline set up

such arrangements? If the Port doesn't have suitable space available, it helps the airline find space to be used with other airlines. Then it is up to the airlines involved to agree on specific plans.

If the new airline is leasing areas from the Port, a facilities representative of the airline submits specific design plans to the Airport Real Estate Department for approval.

Then the project is worked out with the Airport Engineering Department, and a preconstruction meeting is held to communicate standards and regulations for design and construction work on Port property at Sea-Tac. After all the details are worked out, the airline brings in its contractors and the construction work begins.

### Agreements and leases

What kinds of agreements and leases do new airlines have at Sea-Tac? This partly depends on whether they are leasing facilities from the Port or are being handled by other airlines. Frontier has a "Basic Airline Lease and Agreement" with the Port for the Port's office space and the right to operate out of Sea-Tac, and it has an "Airline Ground Handling Agreement" with Pan Am and with Wien Air for the facilities it is sharing with them.

In general, if the airline is leasing facilities directly from the Port, it has a Basic Airline Lease and Agreement with the Port. This covers both space and fees, and since deregulation this type of lease has been month-to-month rather than long-term.

The Basic Airline Lease and Agreement sets forth the terms by which the Port gives the airline the right to operate at Sea-Tac—use the runways, taxiways, ramp and

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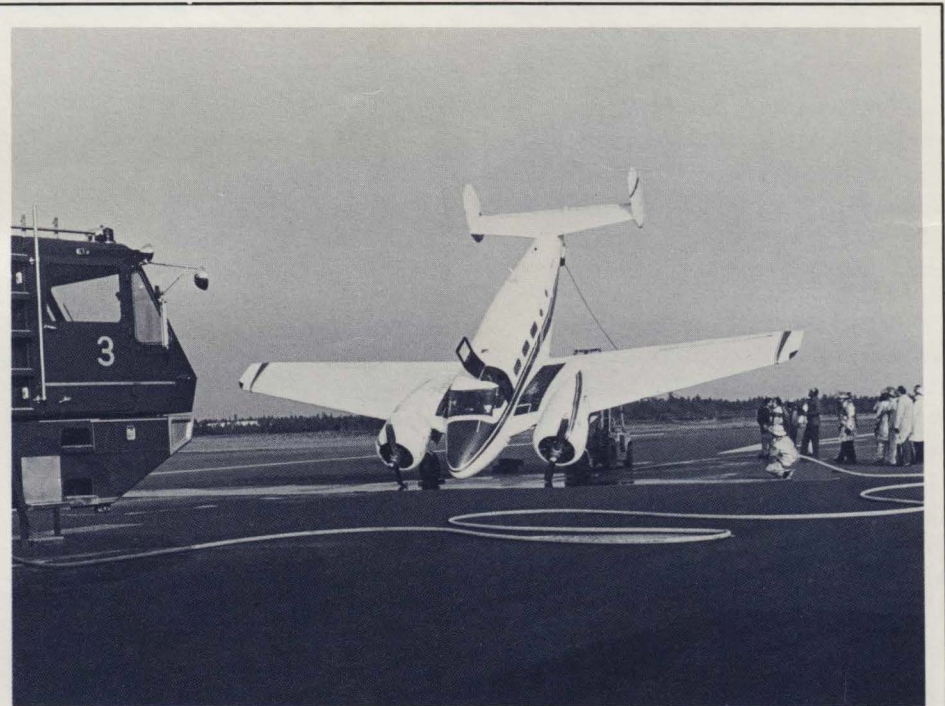
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# Depression Day's entertainment is "Sound Decision"

Host's second annual Depression Day (on January 28) at the employee cafeteria featured not only irresistible bargains like 49¢ "hobo stew," 15¢ "poor man's rice pudding," and 10¢ coffee or tea, but also a women's barbershop quartet called the "Sound Decision."

The quartet—affiliated with the

Puget Sound chapter of the famous "Sweet Adelines"—entertained lunching employees with a number of snappy songs well-chosen to combat cafeteria clatter. And the singers were kind enough to perform for free while accepting donations for charity.



"Sound Decision" barbershop quartet performs in employee cafeteria. (Photo, Barbara Stewart)

## AIRLINE ANNOUNCEMENTS



FTS' Darlene Hale (left) and June Murray present check to Salvation Army Capt. Terry Griffin. (Photo, Barbara Stewart)

**CASCADE AIRWAYS** expanded its service to eastern Washington on February 1, after delivery of the airline's first two British Aerospace 748s. The new airplanes are 48-passenger, twin-engine prop jets. Both make eight daily roundtrip flights from Sea-Tac, one to Pasco and Pullman, and the other to Yakima and Walla Walla. Cascade operates from gate A-2.

**EMERY WORLDWIDE** is the new official name of Emery Air Freight. The new name mainly reflects the fact that the company's international operations are not run separately from its U.S. express and freight services. There are 142 Emery offices in the U.S. and 42 overseas. Emery has also added 24 new 727s to its fleet, and it is now offering next-day service to heavy-weight (over 70 pounds) as well as lightweight shippers.



One of Cascade's two new 748s. Station manager Tony Schab (bottom left) helps at the ramp. (Photo, Barbara Stewart)

## Checkpoint check

In a ceremony at the North checkpoint on January 26, Darlene Hale and June Murray of Flight Terminal Security Co. presented Capt. Terry Griffin, Divisional Youth Secretary for the Salvation Army, with a check for \$1,372.25.

The check represented five cents for each incentive point earned by the FTS employees through finding weapons and other prohibited items at the North and South checkpoints during December 1981.

It was the third year the employees gave money raised in this way to the Salvation Army.

Congratulations to June Murray and Stacy Pampoukas for being the top point earners on their shifts.

**PAN-AM's** Don and Mark Schuller were the focus of a recent father-and-son service-pin presentation. Mechanic Don Schuller was

awarded a 30-year pin by his supervisor Nick Brazier, manager of line maintenance. At the same time, Don's son Mark, a fleet serviceman, received a five-year pin from his supervisor Stan Smith, manager of service control.

*The Flyer is interested in learning about other relatives at Sea-Tac. If you are one or know of any, please let the editor know, at 433-4604, or Room 334 in the Main Terminal.*



Father and son getting service pins. (l. to r.) Nick Brazier, Don Schuller, Mark Schuller, and Stan Smith. (Photo, Barbara Stewart)

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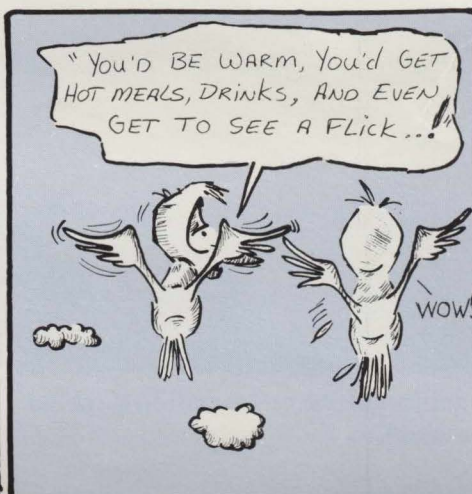
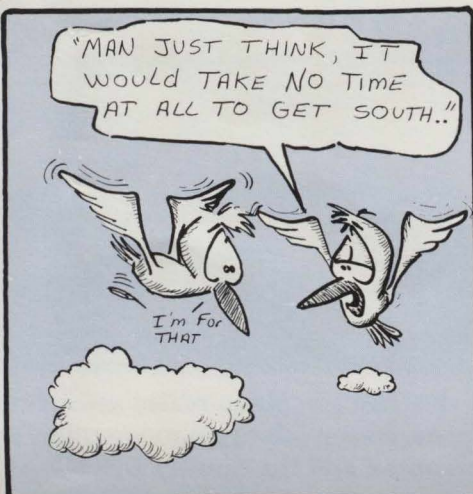
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## ACE FREEBIE



## How an airline sets up

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apron areas, and gate and other facilities—and occupy various Airport areas for such uses as ticket counter and office, baggage claim and ramp operations offices, baggage make-up area, gate lobby, plane position and ramp storage area. As part of this agreement, the new airline is required to provide security in the form of a deposit, a lease bond or rental insurance.

If the new airline is being handled by another carrier already here, the two airlines work out the terms together and enter into a Ground Handling Agreement. The Port of Seattle is not involved in this type of agreement. But since such an airline has no Basic Agreement with the Port, it must enter into an "Operating Agreement" with the Port.

The Operating Agreement gives the airline the right to operate out of Sea-Tac. In return, the airline agrees to pay the prevailing charges, such as landing fees, for which all carriers at Sea-Tac are assessed. As part of this agreement, the airline must provide: a certificate of liability insurance with the Port of Seattle named as one of the insureds, a cash deposit or bond covering three months' operating fees, and a copy of its FAA Operating Certificate.

### Final preparations

Once the agreements are signed and the construction work is in progress, the new airline must be sure its personnel will be in place before the beginning of operations. In the case of Frontier, all the positions were filled by transfers from other cities, and the whole staff was on the scene four to six weeks ahead of time.

Overall, how rushed was it for Frontier to meet its firm start-up date? "The facilities were completed and we moved in on October 31—that's how close it was," said station manager Red Barringer. "The staff were all here, but actually some of the office space was not complete until sometime in December because of other moves. It was no one's fault, and meanwhile we just made do with the offices we had already. Everyone was very helpful, and there were no major problems."

Apparently, a good rule of thumb for a new carrier at Sea-Tac is to allow as much lead time as possible. But somehow last-minute miracles are not uncommon to help a new airline meet its start-up schedule.

## Famous winter flyers

Perhaps the most famous flyers at Sea-Tac this winter were the victorious University of Washington Huskies. When they arrived back at Sea-Tac after winning the Rose Bowl, they were greeted by several members of the Husky Alumni Band, the cheering and shouting of nearly 500 fans and, of course, the press.

Not exactly a flyer, but another notable winter visitor to Sea-Tac was measurable snow several times. While the snow may be pretty, it can also threaten Airport operations. But the snow removal equipment was out, so the show could go on.

P.S. The Huskies came home during the first snow removal operation of the winter season.



*Snowplows save the day. The vehicles pictured here represent about one-third of the snow removal fleet. (Photo, Barbara Stewart)*



*Coach Don James is first off the Huskies' return flight to Sea-Tac after the team won the Rose Bowl. (Photo, Vic Condiotti/Seattle Times)*

## Firefighter's CPR saves mom's life

Firefighter Jim Zimmerman's 20 years of training really paid off recently when he saved his mother's life with CPR (cardiopulmonary resuscitation).

"I've often wondered what I'd do if a relative—let alone my own Mom—went down," said Jim after the incident. And he found out. "I didn't go into shock. It was like an aid call, and my years of experience took over."

It happened when Jim, his wife, and his parents were having breakfast in a Burien restaurant. Jim was up paying the bill, when he heard his father yelling to him. He rushed back to the table and found his mother lying on the floor unconscious—with no heartbeat or pulse. (She was taking medication for

heart irregularity but had never had more than mild dizzy spells before.)

Jim immediately applied his CPR training to try to revive her. This was only the second time he used mouth-to-mouth resuscitation, and it was the second time it proved successful. All the while, he kept repeating to himself: "C'mon, Mom, it's not your turn."

Meanwhile, the Burien Fire Department and paramedics from Medic 4 had been called, and they arrived in time to be able to stabilize her before transporting her to Riverton Hospital.

After three weeks in intensive care, she came out with her life and a pacemaker that is correcting her

irregular heartbeat. "She now has better color and more energy than she has in years," said Jim.

All thanks to Jim's CPR. Not only did it save his mother's life, but it also prevented brain damage by getting oxygen to her brain.

Jim now really appreciates how valuable all his years of repetitious training were. "I always knew training was necessary," he said, "but I had often reacted: 'oh no, not again!' Now I realize that you just can't get enough training ... and it's certainly not going to hurt you."

This was really driven home to him when his mother said to him from her hospital bed: "Son, I brought you into this world, and you brought me back into it."



Men and forklift carefully brought down the plane to a position parallel with the ground, and the forklift was removed.



Finally the plane rested once again on its tail wheel—truly a job well done. Also a job rapidly done. The whole lowering operation took only 15 minutes, and the runway was closed just 56 minutes.

## Hobbies and Pastimes

# A stitch in no time

*This is part of a continuing series of articles about what Sea-Tac employees like to do with their leisure time. Monica Kapelos is an airplane groomer with United Airlines.*

Many people think machine knitting is only done in factories. Actually, it's a growing home hobby which will continue to grow along with advances in electronics.

Meanwhile, Monica Kapelos has been enjoying it already for 12 years, which is nearly as long as she's been cleaning airplanes for United at Sea-Tac—almost 16 years.

She knits on her days off and in the evening, usually as much as two or three hours a day. "I really enjoy it," she says, "and I'm getting more involved in it all the time."

How did she get involved in the first place? "I used to do hand knitting," she said, "but I couldn't get the tension the way I wanted it. Being left-handed also made it



Monica Kapelos works at her knitting machine in her room devoted to the craft. (Photos, Barbara Stewart)

harder for me. So I decided I wanted a knitting machine, and then my husband bought me one for Christmas."

Since then, for Monica, knitting hasn't been the same. She now has three machines in her home, two of them in a room filled with yarns and finished products which is specially devoted to her craft.

Her first machine is the one she still uses most because it's very versatile and she's most familiar with it. She's still learning about the capabilities of her newest machine, which incorporates recent electronic technology. The third machine is the one she uses for heavier items such as afghans.

She says she likes making afghans best, but it's clear that Monica knits just about anything: hats, socks, scarves, sweaters, baby clothes and blankets, pictures for framing, and numerous other garments and items.

She's always especially busy at Christmas time—making her own

gifts and taking orders. Sometimes she has orders for as many as 100 items at a time. She also knits for bazaars or fairs and gets many orders by word-of-mouth.

The variety of Monica's work is astonishing—not only different types of articles, but also infinite patterns. She uses punched cards to create all sorts of patterns, including names and other arrangements of letters, numbers and symbols. And hand-knitters will cringe to learn that she can easily knit with up to five colors at a time.

Each color yarn is threaded through a separate mechanism that sticks up like an antenna behind the machine. Rows are knitted by moving the carriage back and forth. This can be done by hand or electrically.

In the electric mode, you can either use a foot pedal or put the machine on automatic. "If you do it automatically," says Monica, "you can even go away and have a cup of coffee." But usually she prefers to keep an eye on the machine ... just in case.

"The machine itself is quite port-

able," says Monica. At first glance it doesn't appear to be, but indeed the machine is simply clamped onto a table. So it's easy to take off and put somewhere else, and Monica has done so for lessons.

Of course, the main advantage of the machine is that it's much faster than knitting by hand. Just one dramatic example: Monica can knit all the pieces for an adult's sweater in a single evening! It's also much easier on her hands, as well as rewarding and fun.

It does take some effort to learn, though, says Monica. "Most people need lessons, and there are also books and magazines on the subject." Newsletters and pattern books keep Monica up-to-date. As in most areas, Monica says learning to do machine knitting well "depends so much on if you're really interested."

Monica's own interest is amply demonstrated by her abundant output and enthusiasm. "It's really a wide open field," she says—a field in which she'll continue to be actively involved.

*Please let the editor know about your interesting pastime or hobby, for future Flyer issues (Room 334 in the Main Terminal, or call 433-4604.)*

## In case of emergency

John Haferbecker, business manager at United Airlines' flight kitchen, drives by one of the fuel farms every day on his way to work. But on the morning of February 23, something didn't look right. "I saw something shooting out of a tank, and then I smelled fumes," he said. "So I thought I better report it as soon as I could."

He called Central Control's emergency number: 5222, and Central immediately called the Fire Department. It turned out that 200 gallons of fuel had escaped because of a bad filter, and Fire and Maintenance personnel were able to clear up the situation quickly—thanks to an alert employee who knew how to report a potential emergency.

You might be in a similar situation one day, so remember Central Control's emergency number: 5222.

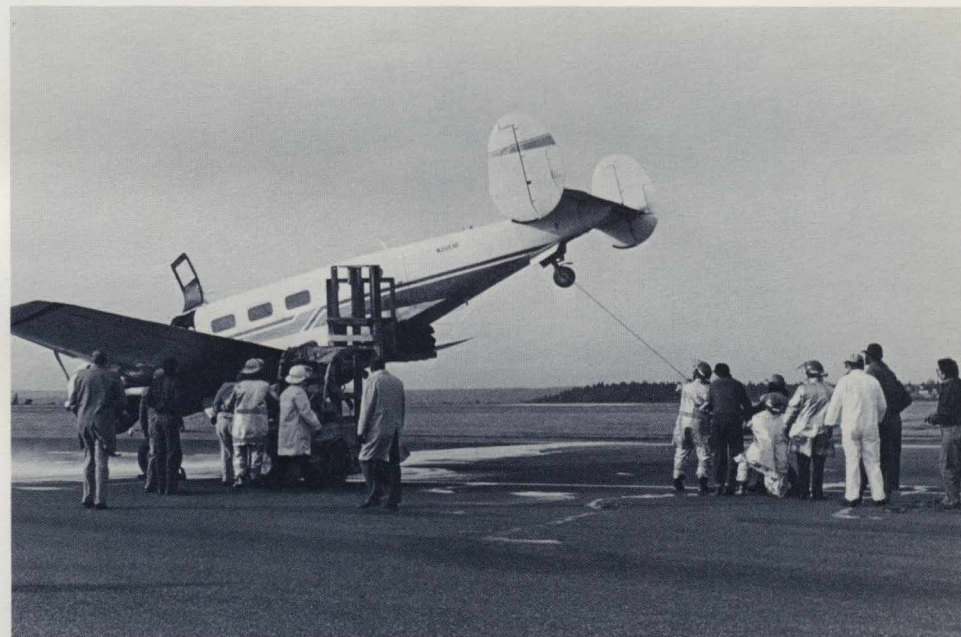


Monica Kapelos threads yarn on her knitting machine.

## To the rescue . . .



Firefighters made sure a fire wasn't imminent, and a sling and tow line was attached to the plane's tail wheel. (Photos, Barbara Stewart)



A forklift was moved into place, and several men pulled on the line to bring the plane to rest on rubber tires placed atop the forklift platform.

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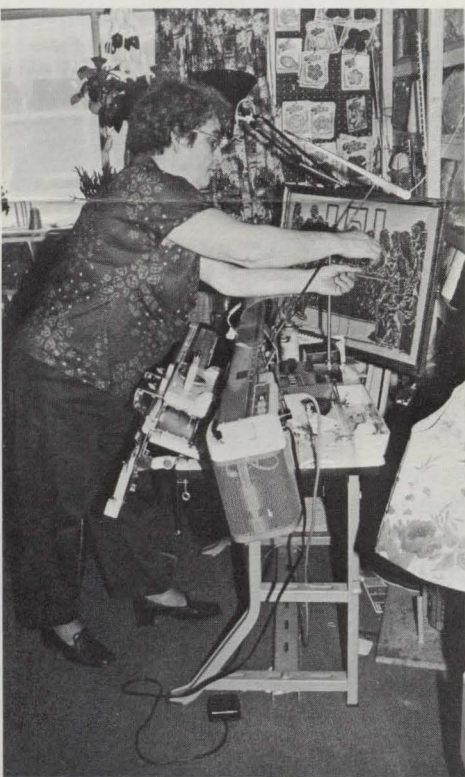
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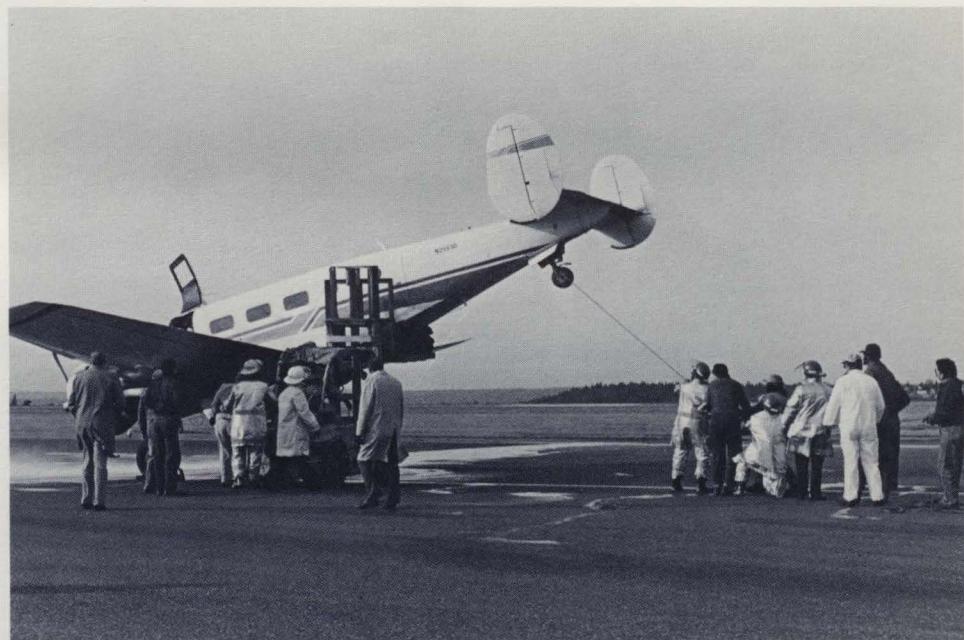


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