

Special leave accrual policy explained

Members normally lose leave over 60 days at the end of the fiscal year. Special leave accrual is to prevent members from losing accrued leave if they are unable to take normal leave due to significant and unforeseen operational mission requirements.

One of the following conditions must have prohibited normal leave use:

- Deployment to an operational mission at the national level for a continuous period of at least 60 days.

- Assignment or deployment for a continuous period of at least 60 days to unit, headquarters, and supporting staffs when their involvement supporting a designated operational mission at the national level prohibits them from taking leave.

- Deployment for at least 60 days, but less than 120 consecutive days to a designated hostile-fire or imminent-danger pay area.

- Deployment to a hostile-fire or imminent danger pay area for 120 or more consecutive days and receive this special pay for 4 or more consecutive months.

Current Procedures: For automatic carry-over, Defense Finance Accounting Service center may automatically carry forward

up to 30 days. This occurs when members serve for at least 120 consecutive days in a hostile-fire or imminent-danger pay area and receive this pay for at least 4 consecutive months.

Those who don't qualify for the automatic carry-over must submit a request through command channels.

SLA request must include full justification with all request, including how member managed their leave during the year. Packages should also contain Oct. 1 and Nov. 1 Leave and Earnings Statements, temporary duty orders, and travel vouchers.

The member's request must be indorsed by their squadron commander, group commander and wing commander. It will then be forwarded to the MAJCOM by the Personnel Customer Service Office.

Any commander in the chain of command may deny a member's request for SLA without referring it to a higher-level authority when the member's request does not meet the criteria for SLA consideration.

Questions may directed to Staff Sgt. Sonya Wilson at 963-4521 or 963-4502. (submitted by the 437th Military Personnel Flight)



A helping can

Members of the 81st Aerial Port Squadron process cargo before it was shipped Oct. 3 to Hurricane Floyd flood victims in North Carolina. Organizing the canned goods are Tech. Sgt. Robert Johnston (left), Master Sgt. Tim Lidster and Staff Sgt. Kevin Mitchell.

Tech. Sgt. Mark Kleber, 315 AW

Fusion Center has slow night during rollover

Air Force Fusion Center controllers had their fingers on the pulse of Air Force computer systems during the first century date change Sept. 30 and Oct. 1.

The operations tempo, although still low, included some minor incidents. There was no major mission impact, according to Col. Robert Glitz, chief of Standard Systems Group Software Factory Customer Support Division. There were no problems at Charleston AFB.

"If the Air Force hadn't done such an outstanding job in its Y2K testing, the rollover could have had a huge impact on the Air Force, affecting things like transportation, supply, medical systems and military pay," Glitz said.

Serving as the Air Force's Year 2000 help desk, the Fusion Center was up and running hours before the first time zone in Guam rolled over to Oct. 1.

Controllers handled three incidents generating 170 calls since the Fusion Center stood up for the end-of-fiscal-year rollover Wednesday night, according to 1st Lt. Todd Butler, Fusion Center program manager.

"There were some minor problems detected, but having the Fusion Center team there to work through them and get the information out to the major commands and the customers was clearly value added," said Col. Mike Marro, deputy for the Air Force Y2K Office. Marro sat through the rollover to get a first-hand look at the Fusion Center team in action.

The Fusion Center's cross-functional team of more than 130 active-duty members, Department of Defense civilians and contractors, fixed system errors and logged and tracked all Y2K trends and incident reports.

Year 2000 Yellow Pages helped put customers with questions and issues beyond the Fusion Center purview in touch with agencies that could help them get back on track.

The yellow pages, compiled by members of the SSG and Air Force Communications Agency Y2K offices, lists more than 18,000 points of contact from each major command, Department of Defense Y2K help desks worldwide, and even some foreign countries.

Working around the clock, Fusion Center operators monitored communications networks and customer issues throughout the Air Force, consolidating and transforming raw data into useable information for the Air Force Operations Center at the Pentagon.

Functional experts in the center maintained contacts with other agencies such as the AFCA, Air Force Personnel Center, Electronic Systems Center, Tri Service Medical Systems Support Center and the Air Force Civil Engineering Support Agency to ensure Air Staff received a comprehensive picture of the status of all Air Force systems.

"We had very few surprises. Our people have been well trained for precisely this event and they knew exactly what to do," Glitz said. "Our training was right on target."

During this operation, the center was also augmented by representatives from various organizations including the Air Force Y2K Office, the Air Staff and Air Force Operational Test and Evaluation Center.

The Air Force may not have felt the full effects of the fiscal year rollover.

Glitz said the Fusion Center will continue to track anomalies during the next three months.

(AFP)

Reserves lead September departure reliability rates

By Lt. Col. Ed Memi
437 AW Public Affairs

The results are in for the September's overall departure reliability results and the 15th Airlift Squadron led the active duty C-17 squadrons with 18 departures for a 77 percent on-time rate. The Reserves 701 AS achieved a perfect rate out of eight departures and the 317 AS also had a perfect rate with 11 departures.

In the C-141 community, the 16 AS had an 81 percent rate for 16 departures. The 707 AS achieved 88 percent for eight departures. "It's a testament to our team concept and partnership between maintenance and operations," said Lt. Col. James Wendling, 16 AS commander. "There are often a lot of factors beyond our control such as weather and there are many factors that play in that overall rate."

When un-controllable factors are subtracted out, the 707th achieved a perfect record. Despite a decades old aircraft, the C-141 community easily bested the C-17s in overall departure reliability rates for September.

"The aircrew is probably 33 percent of the reason. It really is a wide variety of agencies working together as a team to make it happen, everything from life support, fleet services, maintenance, etc. that pitch in to make it happen," said Lt. Col. John Norton, 15 AS operations officer. "It is probably a little luck involved too, but we'll take the credit for being on top."

In second place was the 17 AS, they achieved a 75 percent departure reliability rate out of 20 departures. Coming in third place, was the men and women of the 14 Airlift Squadron with 22 departures for a 73 percent on-time departure rate.

