

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

FAA Aeronautical Center

64-14 April 8, 1964

ALASKA REGION SNAPS BACK AFTER QUAKE. Within 48 hours after one of the worst earthquakes on record shattered a considerable part of Alaska, Regional Director James G. Rogers was able to report his Region was again 98% operational. "The Agency personnel responded like champions," Administrator Halaby said as reports from Alaska and other regions began to flow in a steady stream to Washington Hq. Killed in the collapse of the Anchorage International Airport Tower was Controller William G. Taylor; injured and hospitalized was controller Robert L. Daymude. Virgil Knight, Special Projects and Planning Coordinator, Regional Office, was critically hurt and his wife killed when their home at Turnagain Bluff collapsed. Washington Hq. received first word on the quake at 11:30 p.m. (E.S.T.) March 27, via Western Region which relayed a message from a south-bound Northwest Airlines plane. Part of the Executive Communications Staff, including Kenneth Risinger, John E. Patrick, and John Keith kept communications channels open and functioning at top efficiency. Both Risinger and Keith had Alaska duty and their knowledge of communications facilities enabled the Hq. staff to keep abreast of developments almost at the instant they occurred. Lt. General Harold W. Grant, Deputy Administrator, immediately flew to the scene of the disaster in the Agency's C-135 based in Oklahoma City. After surveying the scene he said: "All of us have good cause to be proud of our FAA people in Alaska." As the nature of the emergency developed, Headquarters and Regional staff officers devised plans to cope with the damage already done and events that could be anticipated. FAA personnel, with amateur radio rigs and acting on their own, established communications with their counterparts in Alaska to provide an invaluable service to citizens nation-wide who had relatives and friends in the quake area. The Agency closed ranks with military crispness when the disaster struck. In the Pacific Region there was anxiety for a time that an expected 35-foot tidal wave (that did not materialize) would completely inundate Canton and Wake Islands; protective measures were also undertaken in Hawaii and Guam. The Aeronautical Center put key organizational elements on standby status for possible airlift requirements; also on standby were key technical and maintenance personnel ready to depart by air at a moment's notice if needed; an around-the-clock watch was set up on the "red" phone. Director Rogers and Col. Ralph G. Taylor, Deputy Director, are conducting operations from a command post set up at the Anchorage FSS, Merrill Field, with units of the Regional staff operating from locations all over Anchorage. The Regional Hq. building has suffered major damage and is untenable.

PRESIDENT JOHNSON ESTABLISHES ALASKAN RECONSTRUCTION COMMISSION. The President, on April 2, established the Federal Reconstruction and Development Planning Commission for Alaska. Chairing the Commission is Sen. Clinton P. Anderson, D-N.M. Others included in the Commission are the Secretaries of Defense, Interior, Agriculture, Commerce, Labor, Health, Education and Welfare; Administrators of the

Federal Aviation Agency, Housing and Home Finance, and Small Business Administration; Chairman of the Federal Power Commission, and the Director of the Office of Emergency Planning. The Commission shall develop coordinated plans for Federal programs which contribute to reconstruction and to economic and resources development in Alaska and shall recommend appropriate action by the Federal Government to carry out such plans.

RECOGNITION FROM CIVIL SERVICE. Because the U. S. Civil Service Commission considers FAA's Merit Promotion Program one of the most advanced in Government, the Office of Personnel and Training has been invited to take part in a meeting to update the Commission's regulations on merit promotion plans.

LEARJET MODEL 23 BEING CHECKED OUT. Jack Carran, Chief, Engineering Manufacturing Branch, Flight Standards, in the Central Region is holding the reins on the type certification tests now under way on the Lear 23 Executive Transport. Conceived in 1959, the 6=9=place plane was originally planned for manufacture in Switzerland. Powered by two aft=fuselage=mounted General Electric CJ 610 engines, the aircraft has a gross weight of 12,500 pounds and, according to Lear's specifications, will be able to operate from "small" fields; Lear also says that there are about 4000 fields of this size in the U. S. Rollout of the first "23" was Sept. 15, '63; 1st flight, Oct. 7, '63; applied for type certification, Aug. 16, '62.

DOCUMENT MISSING? For your information, if ever a classified document disappears under circumstances indicating a possible violation of federal law, FAA is obliged to inform the FBI at once. To determine whether said document was stolen, lost outside a security area, or simply mislaid, a preliminary investigation must be conducted and the sooner the search is begun the easier it is to reach a determination. So, don't wait. Report the loss immediately; in Washington to HQ-10; in the field to the local C&S Division.

NEW MANAGEMENT TRAINING OPPORTUNITY. An Administrative-Management Development Program has been established to train selected FAA employees who have technical experience in operational elements, for administrative management positions in the Agency. Applicants must be experienced in one or more of the Agency's operations fields, such as Air Traffic Control, Flight Standards, Systems Maintenance, I&M or Airports, in grades GS-12 through 14, and have their supervisor's recommendation. Candidates must be volunteers who are willing to spend a year in concentrated and arduous study and training, during which they will be away from their regular duty station for a considerable portion of time. An initial group of 20 will be selected to participate in this program, to be provided in part by the Maxwell School, Syracuse University, partly in Washington Headquarters, and in part at the FAA Academy. Training and study phases, alternated with on-the-job assignments at or near the home duty station, will total one year. Although graduates will receive training designed to equip them to handle greater responsibility, no guarantees of future advancement or promises of special consideration will be made to any participant. Further information can be found in Agency Notice OA 3110.3 dated March 25, 1964.

THE FSS. Mr. Halaby, Associate Administrator Thomas and other FAA executives met in Washington on Monday, April 6, with representatives of industry groups to consider the Flight Service Station network and its functions. Plans that would enable FAA to continue en route service and, at the same time, provide terminal assistance and advisories where justified, were presented for discussion.

SST EVALUATION GROUP COMPLETES DESIGN STUDIES. Technical teams from 10 airlines and the Government's 210-member Supersonic Transport Evaluation Group have finished their studies of design proposals for the U. S. Supersonic Transport and have presented their opinions to Gordon M. Bain, Deputy Administrator for SST Development. Mr. Bain presented their findings to the Administrator on April 1, as prescribed in the Request for Proposal (RFP) timetable. The Administrator, in keeping with the schedule, is expected to announce a decision concerning the SST on or about May 1.

ADMINISTRATOR NAMED TO PRESIDENT'S SST ADVISORY COMMITTEE. The President, on April 1, established the President's Advisory Committee on Supersonic Transport. The Committee is composed of the Secretary of Defense, the Secretary of the Treasury, the Secretary of Commerce, the Administrator of the Federal Aviation Agency, and such other members as the President may from time to time appoint. The Secretary of Defense will serve as Chairman of the Committee. The Committee will study, advise and make recommendations to the President with regard to all aspects of the supersonic transport program. It will devote particular attention to the financial aspects of the program and maintain close coordination with the Director of the Bureau of the Budget in this regard. All Federal departments and agencies are to cooperate with the Committee and furnish it with such information and assistance as it may require in performing its duties.

NAS COURSE. Twenty-seven representatives of the aviation industry attended the National Aviation System Course at the FAA Academy March 22 through March 27, including the Director General of Aviation for Somalia. This month the course was extended from 3½ to 4½ days to include new subject matter and to provide more time for discussion. For the first time the Civil Aeronautics Board was represented by a speaker from that Agency who discussed the economic aspects of the National Aviation System. Another innovation was a discussion of aircraft accident investigation by the Dean of the National Aircraft Investigation School. The National Aviation System Course is presented every other month this year. The next course scheduled will be May 10-15.

CALL FOR ESTIMATES. The Call for Estimates each year includes a submission of training requirements. We in the Training Branch believe that each year for the past several years you have improved on the Aeronautical Center submission in regards to accuracy of numbers and pertinency of the needs. This year we are calling your attention to one paragraph of the Call for Estimates which we believe is extremely important and will help us make our next year's training program even more effective.

"Emphasis by all activities shall be placed on the role of the supervisor in the determination of the requirements for training for the employees under him. The determination of training requirements should begin with the supervisor and his employee. The first-line supervisor should be given the opportunity and the responsibility to assist in the determination of his employees' training needs based on personal knowledge of individual qualifications as compared to established occupational skill and knowledge standards, employee career plans and employee potential. Each management level through the area, regional and national office should review and evaluate the training requirements of each contributing element and utilize them as basic source data for its statement of training requirements. In the evaluation process each level, in turn, must consider varying and increasingly complex elements of need, program emphasis, priority, resource availability and obtainability. It is essential, however, that these evaluations and considerations be based on firm assessments of the training needs of individual employees and/or positions."

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 4-15-64. The best qualified applicant will be selected for these positions regardless of race, color, creed, sex, or national origin.

APPLICATIONS SHOULD BE SENT TO PLACEMENT BRANCH, AC-14. Those received after 4:30 P.M. on closing date will be returned.

A Personnel Data Summary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be submitted for future requests unless the employee's supervisor or the Placement Branch determines that a new rating is needed.

ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
Position Location: Office of the Manager, Aero. Center			
ACPP-1299	Accounts Maint. Clerk, GS-520-4	Aero. Center	262
ACPP-1323	Management Analyst, GS-343-9	Aero. Center	270
*FPP-AC-64-1324	Supvy Industrial Engineer, GS-896-12	AL, PC, AC, & NAFEC	292
Position Location: Aircraft Services Base			
*FPP-AC-64-1325	Supv. Aero Engineer, GS-861-13	AL, PC, AC, & NAFEC	292
*FPP-AC-64-1326	Facilities Flight Check Pilot/Spec GS-1681,13	AL, PC, AC, & NAFEC	283
Position Location: Control Systems Division			
*FPP-AC-64-1327	Digital Computer Systems Administrator, GS-330-13	AL, PC, AC, & NAFEC	236

PLEASE NOTE: The following announcements are "Roster" positions. Promotion lists from all organizations under the payroll jurisdiction of the Aeronautical Center will be prepared from the rosters established as a result of these announcements for a period of 90 days from the closing date. All employees who believe they are eligible or will become eligible within the next 90 days should apply.

ACPP-29 Digital Computer Systems Analyst, GS-334-9 Aero. Center 286

(*) Closing Date: 4-22-64

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organization.

***** PLEASE USE YOUR ROUTING SYMBOL *****

COORDINATING POINT FOR ALASKA TRAVELERS ESTABLISHED. The Office of Emergency Planning has established a coordinating point in Washington, D. C. for all travel by Federal civilian employees to Alaska. Assistance in getting commercial reservations or advice on availability of military space may be obtained by calling Mr. William B. Rice, DUDley 21331. Mr. Rice should be notified in advance of all contemplated trips so he can check out the availability of billeting and other accommodations.

INTERCOM

FEDERAL AVIATION AGENCY

APR 15 1964

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FAA Aeronautical Center

64-15 April 15, 1964

CONSOLIDATION OF CERTAIN FAA AIRCRAFT MAINTENANCE BASES. A consolidation of certain FAA aircraft maintenance bases will be made in accordance with Project Preflight study. This realignment and reorganization of aircraft services will result in increased efficiency of operations as well as an annual savings of about one million. Total job will be done with up to 95 fewer positions. Plans include four primary aircraft bases: Atlantic City; Atlanta; Oklahoma City; Los Angeles. Secondary bases will be: Forth Worth; Kansas City; Minneapolis; Washington National; Columbus; Salt Lake City; Seattle. Major changes are transfer of Eastern's maintenance base from JFK to NAFEC and reduction of Fort Worth and Kansas City to secondary bases. Some positions at WNA go to NAFEC. Adjustments in staffing, workload, and equipment redistribution begin immediately and will be completed in early FY '65. The Flight Standards Service is responsible for coordinating the operation. An order defining consolidation actions and responsibilities has been issued. Personnel actions will be handled by regions and centers. Competent FAA personnel in reduced or eliminated bases will be offered new assignments if they are willing to accept reassignment or relocation.

NEW PROGRAM TO SPEED UP A/M CERTIFICATION. The Agency is studying a new program designed to broaden and strengthen aviation mechanic training and qualification for industry jobs. It includes expediting the certification process by giving qualified schools the opportunity to participate in the certification without the existing requirement for FAA testing of graduates. At present, the Agency accepts graduation from a certificated mechanic school as meeting only the experience requirement. A graduate must pass FAA oral, written and practical tests to satisfy the skill and knowledge requirements for certification. Initially five schools were selected by the FAA after analyzing 11 schools recommended by the Executive Committee of the Aviation Technician Education Council. Under the study, schools will be permitted to recommend graduates for the certificate based on the schools' own testing of graduate applicants. Tests will be developed and conducted in accord with broad FAA guidelines and approval. FAA's role is being emphasized through a series of seminars being held for Agency maintenance inspectors who will be working with the schools. Flight Standards Service Maintenance Division will monitor and evaluate the program; a final evaluative report is expected by August '65.

SAFETY PICTURE PROGRESSIVELY BETTER. The Accident Investigation Staff, FS-50, states that statistics for this year's first quarter indicate an overall improvement in the flying safety picture. Both carrier and general aviation reflect less total accidents and fewer fatal accidents than for the same period in '63.

PRIVATE PILOT PAY DEFINED. The Administrator signed Federal Aviation Regulation Amendment 61-8 on March 25 to become effective May 4. It clarifies regulation provisions relating to privileges of private pilots and explains the conditions under which they may share expenses, receive compensation or demonstrate an aircraft in flight to a prospective buyer.

COPCOM IN ACTION. The Controllers Procedures Committee (COPCOM) reports that its review of air traffic control phraseologies will be completed by April 17. Twenty-two tower and center controllers representing all regions except Alaska (the earthquake prevented their attending) reported to Washington April 6 for the two-week meeting.

BUDGET PROCESS STUDY. Chalmers Frazer, MS-500, has been named head of a team to survey the Agency's budget processes. Procedures of Washington offices and services, the regions, and other field organizations as may be necessary to obtain a representative sampling, will be scrutinized. Target date for completion of the project is September 1.

CAB SAYS "NO" AGAIN TO LOCAL 'COPTER SERVICE. The Civil Aeronautics Board last week again said "no" to proposals by three helicopter operators and the Washington Board of Trade to authorize helicopter service in the D. C.-Baltimore area. The first turn-down was announced Aug. 28, '63 and said "...the public convenience and necessity do not require helicopter-type air transportation between Washington National Airport, Dulles International Airport, and Baltimore's Friendship International Airport and the downtown areas of Washington and Baltimore."

AIR TAXI OPERATOR LIST DISTRIBUTED. A revised and updated list of ATO's has been distributed as Advisory Circular 120-8. It contains names, addresses, certificate numbers and ratings of approximately 3000 operators.

ELECTRONICS EXPERTS EXCHANGE IDEAS. The world of electronics converged on New York City recently for the Second International Convention of the recently merged Institute of Electrical and Electronics Engineers. Several Washington-based SRDS and NAFEC engineers attended, among them Alexander B. Winick, Systems Design Team, who presented a paper on the various aspects of the Precision VOR. His was one of 320 technical papers discussed in the 64 sessions and assorted committee meetings. Also in attendance was Walter N. Pike, RD-400, Chairman of the Washington Chapter, Professional Technical Group on Electronic Computers. The IEEE Convention is a colossus among technical meetings: 1000 exhibitors set up displays and it required both the N. Y. Hilton Hotel and the Coliseum to stage it.

LUX IS SHINING LIGHT IN TAIPEI. Mr. Kenneth Lux, 34, of Lincoln, Neb., and since July 1962, FAA instructor training air traffic and tower controllers of the Chinese Civil Aeronautics Administration in Taipei, has turned out to be one of the most effective non-official "ambassadors" the U. S. has ever sent abroad. Mr. Lux and his wife, Rose Marie, were singled out for a feature article in the China Post, one of two English-language papers published in Taipei, Taiwan. The Luxs, who have five children, one an adopted Chinese daughter, have established an outstanding reputation for good citizenship which reflects considerable credit to the Agency.

The article says in part: "The charity-minded American couple are not rich but each year they provide three Chinese students studying at Soochow University with full scholarships...he is a voluntary English teacher at Sunday School and also teaches English conversation at his home for a group of Chinese students...Mrs. Lux is chairman of the hospital committee of the Taipei International Women's Club...a voluntary English teacher at the Provincial Second Girls Middle School. Mr. and Mrs. Lux, the Agency salutes you.

OPPORTUNITIES FOR WOMEN BECOME INCREASINGLY BETTER. The President has directed each Agency to take steps to insure that appointments and promotions are made without regard to sex except in unusual situations which have been justified to the Civil Service Commission on the basis of objective nondiscriminatory standards. A report furnished to the Washington Office in February indicated that during the past year 229 Aeronautical Center women have received training in the fields of Management, Technical Report Writing, Statistics, Effective Communication and Effective Writing. A total of 54 women now hold positions in grades GS-9 and above at the Aeronautical Center. Seventeen of these were promoted or employed during the last year.

ACADEMY SURVEY REPORT. A survey of the FAA Academy's potential for becoming a more effective force in improving an accelerated development of the Agency's manpower has been completed. A summary of the major findings and recommendations will be reviewed with key FAA officials, and a final report is expected out in May.

AIRCRAFT INSTRUMENTS TO BE STUDIED DURING SYMPOSIUM. A symposium on operation and interpretation of attitude flight instruments was held at the Aeronautical Center Tuesday. The joint program, for industry, was jointly sponsored by the Engineering and Manufacturing Division, Field Extension Branch, the National Aeronautics and Space Agency and the Civil Aeronautics Board. The purpose of the symposium was to pass along information as well as to exchange ideas and develop further facts in this field.

THIS WILL BRING YOU UP SHORT. Systems Research and Development Service began tests April 1 at the Naval Air Test Facility, Lakehurst, N. J. of two types of aircraft arresting cable support equipment. The two systems were developed for the FAA by Thurston-Erlandsen Co., Garden City, L. I., and the Vortec Products Co., Division of Douglas Aircraft Corp. Present tests will be conducted on small test sections using a deadload ground vehicle to simulate an aircraft. Twenty to 40 "rollovers" per day will provide data for evaluating the performance of the competing systems. Both employ ingenious mechanical means for erecting and retracting the suspended cable on the runway. A third method, using an inflatable bag to raise the cable, will be tested later in the program. This test and evaluation program is a follow-on to the successful emergency arresting gear feasibility tests conducted earlier.

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<u>ACPP Number</u>	<u>Position Title, Grade & Series</u>	<u>Area of Consideration</u>	<u>Key Number</u>
Position Location: Office of the Manager, Aero. Center			
ACPP-1328	Electrician, WB-2805-10	Off. of Mgr.	167
Position Location: National Field Headquarters			
ACPP-1329	Navigational Aids Analyst, GS-301-9	Aero. Center	**
*FPP-AC-64-1330	Aviation Operations Specialist, GS-1825-13	Agency Wide	***
Position Location: Installation & Materiel Depot			
ACPP-1331	Supply Clerk, GS-2040-04	I & M Depot	140
ACPP-1332	Electronic Engineer (Gen), GS-855-09	Center Wide	292
*FPP-AC-64-1333	Supv Communications Spec., GS-393-14	AC, AL, PC & NAFEC	**

(*) Closing Date: 4-29-64

(**) On file Room 104, Headquarters Building.

(***) Key 283, Option Air Carrier Operations Specialist, GS-1825-13

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations.

Position Location: Aeromedical Certification Division

ACPP-1342	#Clerk-Stenographer, GS-312-5	Center Wide &	255
(#) Post of Duty:	Washington, D. C.	Washington, D.C.	

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F E D E R A L A V I A T I O N A G E N C Y

64-16 April 22, 1964

FAA Aeronautical Center

APR 23 1964

AIR ACTIVITY HIGHEST LAST YEAR. FAA Airport traffic control towers reported a record 31 million takeoffs and landings at 277 airports during 1963. The top five airports in total operations were: Chicago O'Hare International, 426,994; Los Angeles International, 358,749; Long Beach, Calif., Municipal, 351,199; Van Nuys, Calif., 341,684; and John F. Kennedy International, 339,424. Also during the year, 32 FAA ARTC Centers handled 10.6 million aircraft flying under Instrument Flight Rules and 336 Flight Service Stations with 68 combines Station/Towers contacted 7.4 million aircraft.

ACCENT ON ACHIEVEMENT. During the first 6 months of fiscal year 1964, 105 Aeronautical Center employees were paid a total of \$10,740 in cash awards under the Agency's Recognition and Awards Program. The Personnel and Training Division reports that these awards were given for adopted suggestions, sustained superior performance and special acts or services. President Johnson called for a "new spirit of cost consciousness and improvement in every supervisor and employee" in the Federal service and has urged workers to find ways to cut costs and "make their suggestions known to their agencies."

This year marks the 10th Anniversary year of the Government Employees Incentive Awards Act. Aeronautical Center employees are strongly urged to submit their work-improvement suggestions as soon as possible. Employees who make the most notable improvements in FAA operations through suggestions or special achievements by October 1 may be considered for special National Awards to be presented in Washington, D. C. on November 30. So why not start on the road to an improvement suggestion right now -- as Federal employees everywhere celebrate during 1964, a decade of progress in the government-wide Incentive Awards Program.

CONTRAST IN COMMUNICATIONS. Congratulations to Mrs. Jerrie Mock for her record breaking solo flight around the world. On the long overwater span from Manila to Guam to Wake to Honolulu to Oakland (as well as from Oakland to her home base Columbus) Mrs. Mock was in touch with FAA's chain of high powered communications stations and her whereabouts were always known. When Amelia Earhart attempted to fly the Pacific 27 years ago such radio aids did not exist. Actually the Earhart plane had only a low frequency radio with a range of 100 miles.

ANNUAL AWARD. A scholarship award in the Essay Contest sponsored by the Governor's Committee on Employment of the Handicapped was recently presented by Richard A. Wenzel, President of the Employees Association, to an Ardmere high school girl, Delinda Ann Sneed. The sixth place award, a \$100 U. S. Savings Bond, is given annually by the FAA Aeronautical Center Employees Association.

LONG, LONG LINE. FAA commissioned a 2750 (nautical) mile teletypewriter channel in the submarine cable between Honolulu and Nandi, Fiji Islands, on April 2. It replaces the high frequency radioteletypewriter circuit which had been operating since August 1952. Its cost will be shared jointly by FAA and New Zealand civil aviation authorities. Commissioning of the cable marks one of the initial steps inaugurating a new era in the Agency's international telecommunications system in the Pacific which will see more reliance placed on submarine cable service with a consequent reduction in the use of high frequency radio. The cable forms a part of the world-wide Aeronautical Fixed Telecommunications Network in the ICAO Pacific Regional Air Navigational Plan.

LETTERS WE LIKE TO GET. The Air Transport Association, in a letter to Joseph D. Blatt, Director, Systems Research and Development Service, expressed high praise for SRDS management of the Automatic Terminal Information Service experiments concluded in January. Stanley Seltzer, writing for ATA, specifically complimented J. P. O'Brien and Lt. Col. J. A. Gascoyne, RD-151, who managed the project. The trial run, which started December 15, 1963 and ran until January 15, 1964, used the TVOR at San Francisco, and the VORTAC at O'Hare, to automatically broadcast routine non-control information, including the latest airport weather data, operational runway, methods of approach, and pertinent NOTAMS when a pilot contacted the nav aids. Possibility: 35 areas, coast-to-coast might eventually be outfitted with the non-stop talkers.

HOUSE CIVIL SERVICE COMMITTEE MEETS ON PAY. The U. S. House of Representatives Post Office and Civil Service Committee has scheduled meetings every Thursday to discuss possible pay legislation.

EU SECURITY SURVEY. The first on-the-scene security appraisal of FAA activities in Europe-Africa-Middle East is being made by R. E. Greenfield, CS-50. Departing last week on a 12-day survey, he will visit offices in London, Frankfurt, Paris, Rome and Beirut.

WARNING: KEEP YOUR T/R's SAFE. Blank transportation requests represent cash and should not be carried in briefcases or suitcases which might be lost or stolen. If you lose a T/R through negligence and it is used by an unauthorized person, YOU are liable for any loss to the Government. This is emphasized by a recent article in the Washington newspapers relating to a fugitive recently apprehended who had been, according to the police, "using faked FAA travel vouchers to fly from place to place."

PIPELINE TO PROVIDE JET JUICE AT DIA. A giant 30-inch fuel pipeline, stretching 1300 miles from the Gulf Coast and terminating in Linden, N. J., will be tapped at a point near Fairfax, Va., to provide fuel for jet air carriers operating from Dulles International Airport, according to provisions in a contract signed last week between the Agency and Colonial Pipeline Co. of Atlanta, Ga. The contract was signed by Ben D. Leuty, President of Colonial, and G. Ward Hobbs, Director of FAA's Bureau of National Capital Airports. A 9-inch tapline, comparable to a railroad spur, will direct the fuel into the Airport's storage tanks. Hobbs comments: "This agreement will work to the advantage of all parties -- the airlines, DIA, Colonial, and the community. It will assure a constant supply of fuel at a lower transportation cost, that will be delivered to the airport via a safe, quiet, efficient pipeline."

BRANIFF SIGNS FOR TWO SSTs; 78 NOW ASKED FOR. Braniff Airways placed an order last week for two U. S. Supersonic Transports, submitted an advance royalty payment of \$200,000 and was assigned delivery positions 38 and 44. At the same time it was announced that Trans-World Aeronautical Corp., Washington, D. C., an aircraft leasing firm, submitted an additional \$100,000 for a second SST. Advance royalty payments totaling \$7.8 million have now been submitted by the 10 foreign flag and five U. S. flag airlines, plus the one aircraft leasing company, that hold the 78 assigned delivery positions. Other airlines that hold reservations, and the total number of reservations in each case are: Air France, six; Air-India,

three; Alitalia, three; American Airlines, six; British Overseas Airways Corp., six; Canadian Pacific Air Lines, three; El Al Israel Airlines, two; Irish International Airlines, two; Japan Air Lines, five; Lufthansa German Airlines, three; Northwest Airlines, four; Pan American World Airways, 15; Qantas Empire Airways of Australia, six; and Trans World Airlines, 10.

PILOTS TAKE TURBULENCE TESTS. Tests involving gravity forces ranging from plus 4 to minus 3 developed in the centrifuge at the Navy's Aeromedical Acceleration Laboratory at Johnsville, Pa., were administered early this month to eleven major airline and two FAA pilots to determine their reaction to extreme turbulence that might be encountered in flight.

FAA SPEAKERS IN DEMAND COAST-TO-COAST. Four top-level Agency experts will present papers at the fourth Aero-Space Transport Conference in San Francisco, April 22-24. Sponsored by the U. of California's Institute of Transportation and Traffic Engineering, in cooperation with the American Society of Civil Engineers' Air Transport Division, the conference will explore "Engineering for Tomorrow's Airports." Gordon Bain, SS-1, will speak on the "Status of Supersonic Transport Development," Arven Saunders, CA-10, on "Operational Experience at Dulles Airport;" Alexander B. Winick, RD-11, "Status of All-Weather Landing Program;" and Robert S. Nickelsber, RD-13, "Control of Traffic on Airports During Poor Visibility." Some 3000 air miles east, and three days later, William Russell, RD-321, will present a paper at the ASE-ASME National Aeronautic and Space Meeting in N. Y. City. He'll speak on "FAA Development in Instrumentation for Landing." At the same meeting Associate Administrator for Programs, Dave Thomas, will speak on "Accident Prevention."

PEACE OFFICERS UNDERGO REFRESHER COURSE. A special group of 17 FAA peace officers, organized in 1962 to help prevent aircraft hijacking, underwent further training last week at the Border Patrol Academy in Port Isabel, Texas. These Agency employees volunteered to serve as Deputy U. S. Marshals and are available to go anywhere at any time when necessary.

NEW PROGRAM, NEW MAN. William R. Feichtinger has been appointed Chief of IM-100's newly established Value Engineering Staff which will oversee a program for reducing air traffic control and air navigation equipment costs. A career government engineer with 23 years service with the Navy Department, (four on active duty during WWII and two on the POLARIS missile project) Feichtinger comes to FAA from the Bureau of Naval Weapons where he headed the Value Engineering-Reliability Branch.

LIBRARY WORKSHOP SCHEDULED. Administrative Services Division Chiefs from all the regions are meeting this week at Headquarters to discuss progress of the Work Measurement Program, Inventory and Control of Administrative Property and Library Services. At the conclusion of this meeting a three-day Library Workshop will be held (April 27-29) to be attended by field librarians from the Aeronautical Center, NAFEC, the Alaskan and Southern Regions, and as many AS Chiefs as wish to remain for it.

NEW PILOT GUIDE ON PRESS. An all new Student Pilot Guide has been submitted to the Government Printing Office for final printing and should be available within 90 days. The guide advises students by stressing aviation safety and by answering many frequently asked questions. Also, it tells them how to prepare for the private pilot written exam and flight test and encourages contact with GADOs for advice. Approximately 150-thousand copies will be sent to GADOs for distribution through pilot training schools and other sources.

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ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
ACPP-1	Secretary (Steno) GS-318-5	Center Wide	234

PLEASE NOTE: The above announcement is a "ROSTER" position. Promotion lists for all organizations under the payroll jurisdiction of the Aeronautical Center will be prepared from the roster established as a result of this announcement for a period of 90 days from the closing date. Employees who were eligible on the previous roster for GS-5 Secretary (Steno) need not reapply. All other employees who believe they are eligible or will become eligible within the next 90 days should apply.

Position Location: FAA Academy			
*FPP-AC-64-1343	ATC Spec (General), GS-2152-12	AC, AL, PC & NAFEC	280
Position Location: Aeromedical Certification Division			
ACPP-1344	Applications Clerk, GS-963-5	Avia Med Ser	264
Position Location: Installation & Materiel Depot			
ACPP-1345	EAM Supervisor, GS-359-06	I & M Depot	299
ACPP-1346	Management Technician, GS-344-09	Center Wide	271
ACPP-1347	Safety Officer, GS-018-11	Center Wide	**
*FPP-AC-64-1348	Preservation-Packing Spec., GS-2032-12	AC, AL, PC & NAFEC	**
ACPP-1349	Procurement Assistant, GS-1102-07	I & M Depot	267

(*) Closing Date: 5-6-64

(**) On file Room 104, Headquarters Building.

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations.

***** PLEASE USE YOUR ROUTING SYMBOL *****

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

APR 30 1964

FAA Aeronautical Center

64-17 April 29, 1964

CARL-LIBRARY

ADMINISTRATOR ENDORSES "OPERATION SECURITY." The Administrator wishes to call the attention of all Agency employees to the 1964 U. S. Savings Bond Program which will get underway May 1. He particularly stresses the stabilizing effect its success will have on the nation's economy and points out that bond purchases can also help control the risk of inflation in the period just ahead. Each of us is urged to begin buying bonds or to increase present purchases, investing some of the money coming from recent pay increases and tax reduction. Bonds, including the new \$75 Kennedy issue (purchase price \$56.25), may be purchased the painless way through the payroll savings plan. Last year FAA achieved "honor roll" status among federal agencies for total bond sales with 53 per cent participation. Let's do even better this year. Associate Administrator Alan Dean is serving as General Chairman of the 1964 campaign; Jack Hogan, HQ-1, will direct the program in Washington; the Regional Directors and the Center Managers will spark the effort in the field. Mr. William M. Jackson will serve as General Chairman at the Aeronautical Center for the 1964 campaign.

FREEZE ON PROMOTIONS UNTRUE. A recent Washington newspaper item stated that all federal grade levels were to be frozen. This is not true. Legitimate promotions and appropriate reclassification actions will continue to be made. In 1962, Congress endorsed the "comparability principle" so that federal salaries could keep pace with private industry. However, a new program will require that all agencies carefully review their grading patterns and other personnel program elements to assure an effective and economical grade structure.

REASSIGNMENT MEANS MORE OPPORTUNITIES. All of us recognize that experience in different organizations and locations is valuable to our personal growth. The same thoughtful consideration reminds us of the value of getting work experience at Headquarters as well as in field assignments. The Agency's policy on mandatory reassignment is based on long standing Civil Service regulations which grant agencies the right to reassign employees whenever and wherever the needs of the service require. This policy, coupled with an active self-development program, dictates that we should not only expect, but actively seek reassignment and relocation opportunities. Sometimes these movements are accompanied by promotion but many times this simply is not possible. In such instances, it is well for us to remember that reassignment and relocation of personnel is a right which the Agency must maintain in order to insure successful accomplishment of its mission. Whenever possible, the Agency will seek to match personal desires with Agency needs in making reassignments.

NEW HELICOPTER COURSE DELAYED. The Helicopter External Load and Rooftop Operations Course, scheduled to start at the FAA Academy on May 4, has been delayed until further notice. Construction on the elevated platform to be used in the rooftop phase will not be completed until late June.

ARMED FORCES DAY. Department of Defense installations throughout the country will be observing Armed Forces Day during the period May 9-17, 1964. Local military installations plan a parade in downtown Oklahoma City May 16. The parade slogan will be "Power for Peace". Each of the services will be represented as well as several veteran organizations. Marching bands, floats, aircraft flyovers, drill teams and a display of weapons dating from 1889 should make a colorful parade.

Employees who are not on duty are urged to attend this parade and other Armed Forces Day observances. Attendance will be a salute to our co-workers in Department of Defense installations. It will also represent positive support for our military - civilian partnership.

FLIGHT INSPECTION CONFERENCE RESCHEDULED. The FAA/USAF Flight Inspection Conference at the FAA Academy has been tentatively rescheduled to May 19 and 20.

AGENCY CITED. A joint report of the Secretary of the Treasury, Director of the Bureau of the Budget, and the Comptroller General of the U. S., marking the 15th anniversary of the Joint Financial Management Improvement Program, includes FAA among the federal agencies making significant achievement in this area. Recognition is given to FAA's Steering Committee for Financial Management, Five-Year Budget Program, Budget Review Board, accrual accounting improvements, reports management program, and broadened internal auditing activities.

AVIATION SUMMIT MEETING OPENS IN MONTREAL. Representing the U. S. at the two-week-long International Civil Air Organization meeting in Montreal on All Weather Operation are Alexander B. Winick of the SRDS System Design Team, and Joseph A. Ferrarese, FS-403, Adviser. Other participants include: France, Germany, the Netherlands, United Kingdom, International Air Transport Association, and International Federation of Airline Pilots Association. The objective is to develop a way for civil transport aircraft to operate in any conditions of cloud base and visibility. Agenda includes: operational and technical requirements for ground and airborne guidance systems; meteorological standards; airports; and rules and procedures for all-weather landing.

ALASKA DONATIONS. Alaska Regional Director James Rogers reports that hundreds of dollars have been received from FAAers to help out Agency personnel following the earthquake. The money has been put to good use, but Rogers requests that any future donations be directed to the Governors Reconstruction Fund, Juneau, Alaska, or to any private relief agency rather than to the regional office.

TIDD NAMED DEPUTY DIRECTOR OF POLICY DEVELOPMENT. J. Thomas Tidd has been named Deputy Director of Policy Development, replacing David M. Munson who was named Deputy Director of the Office of Budget in November, 1963. For five years Tidd was with the Office of General Counsel where he acted as Special Assistant to the General Counsel and later as Director of the Legislation Division.

AVIATION, ANNO DOMINI 2,000. When ground was broken for the new Houston ARTCC on April 29, a capsule was buried at the site containing predictions of things to come in aviation between now and the year 2,000 when the capsule will be opened. Prognosticators included the mayors of Houston and surrounding communities, Rice University, NASA's Space Center, and the 13 airlines serving the city. Copies of the local newspapers of that date and video tapes of the ceremonies made by Houston's TV stations were also interred.

FSS CONSOLIDATION. FAA executives met with representatives of the aviation industry on April 21 to discuss criteria for consolidating Flight Service Stations. Several industry spokesmen presented comprehensive plans. Others felt there should be no "broad brush" formula, that each facility should be evaluated separately. The Administrator stated that Agency thinking on the FSS was still flexible but pointed out that FAA's budget is predicated on absorbing additional traffic while lowering costs, and that the objective of consolidation is to provide more and better services with fewer people. Public hearings on FSS consolidation are scheduled to begin May 12 before a Subcommittee of the House chaired by Congressman John Bell Williams of Mississippi.

BE GROUNDED WITH ME IN MY FLYING MACHINE. Agency personnel with a yen for inexpensive flying should look hard and beware the hardware. Before coughing up cash or signing on the dotted line for a do-it-yourself whirly-bird kit, take heed of this little nugget. The summer issue of a well-known mail order house catalog offers for sale gyro glider and gyro copter kits. Presently, neither of these single-place aircraft has been type certificated by the FAA. Civil Air Regulations 1.73 and 1.74 cover the construction of amateur-built aircraft provided the project is for educational or recreational purposes. Interested persons should study Flight Standards Service Release #456 (available through general distribution) which clearly outlines current policies regarding construction, certification and operation of amateur-built aircraft.

REDUCED A/G MAINTENANCE STUDIED. Reduced scheduled maintenance does not materially affect the reliability of FAA's air/ground communications equipment. This conclusion is drawn from data assembled to date on 125 facilities operating under "reduced" maintenance and 25 operating under "minimum" maintenance over a period of seven months. "Reduced" maintenance lengthens the scheduled time intervals to what FAA engineers believe are practical limits; "minimum" goes slightly further to gauge the practicality of those limits. Failure levels are then compared with a control group of 260 facilities operating with conventional maintenance. Final determination will be made when the one-year test ends in October. The study is similar to that made on VORs which resulted in a substantial reduction in routine maintenance man-hours.

INSTRUMENT PROJECT. A flight instrument study project conducted by the Engineering and Manufacturing Division was highlighted by a Symposium at the Aeronautical Center on April 14. Recent accidents and incidents in jet transports prompted the study of attitude instrument operation and interpretation under adverse flight conditions. All attitude instruments installed in the jet transports were flight tested in a T-33 aircraft undergoing aerobatic maneuvers including inverted flight. The instrument indications during these maneuvers were recorded on film.

Aerobatic maneuvers were also performed "under the hood" by reference to instruments only to study the orientation needs of a pilot under extreme attitude conditions. Findings from these studies were disseminated during the Symposium to approximately 150 members of industry and other governmental organizations of Canada, Mexico and the United States, including representatives from ten major airlines, nine aircraft manufacturers, eight instrument manufacturers, and two airline pilot organizations.

B-52 DISCUSSED AT AIAA MEETING. R. M. Robbins, project manager of the Boeing B-52 project was the featured speaker at the Central Oklahoma Chapter of Aeronautics and Astronautics at the Aeronautical Center Tuesday evening. Over 100 people attended the meeting that was organized by John Paul Jones, Chapter Chairman, and a member of the FAA Academy staff.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 5-6-64. The best qualified applicant will be selected for these positions regardless of race, color, creed, sex or national origin.

APPLICATIONS SHOULD BE SENT TO PLACEMENT BRANCH, AC-14. Those received after 4:30 P.M. on closing date will be returned.

A Personnel Data Summary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be submitted for future requests unless the employee's supervisor or the Placement Branch determines that a new rating is needed.

ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
ACPP-3	Clerk-Typist, GS-322-04	Center Wide	254
ACPP-7	Digital Computer Programmer, GS-331-09	Center Wide	165
ACPP-8	Aircraft Mechanic, WB-8852-8	Center Wide	91
ACPP-9	Aircraft Mechanic, WB-8852-10	Center Wide	91
ACPP-10	Digital Computer Programmer, GS-331-11	Center Wide	165

PLEASE NOTE: The above announcements are "ROSTER" positions. Promotion lists for all organizations under the payroll jurisdiction of the Aeronautical Center will be prepared from the roster established as a result of this announcement for a period of 90 days from the closing date. Employees who were eligible on the previous rosters need not reapply. All other employees who believe they are eligible or will become eligible within the next 90 days should apply.

Position Location: Aircraft Services Base
 FPP-AC-64-1326 (REANNOUNCED) Facilities Flight
 Check Pilot/Spec., GS-1681-13 Agency Wide 283

Position Location: Installation and Materiel Depot
 ACPP-1350 Management Technician, GS-344-07 I & M Depot 271
 ACPP-1351 Engineering Technician (Industrial),
 GS-802-09 Center Wide 256

Position Location: National Field Headquarters
 *FPP-AC-64-1352 Facilities Flight Check Pilot, GS-1681-12 Agency Wide 283

(*) Closing Date: 5-13-64

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FAA ACADEMY PRESENTS AWARDS. Two employees of the FAA Academy received cash awards on April 28, 1964. Mr. Enar B. Olson, Director of the Academy, presented a Sustained Superior Performance award to Mrs. Virginia A. Ingram of the Management Staff Division, and an award for a beneficial suggestion to Mr. Albert J. Bolster of the Flight Standards Training Division.