INTERCOM
FEDERAL AVIATION AGENCY

FAA Aeronautical Center

64-1 January 7, 1964

The following letter has been received from the President. The tone expressed in this letter for tighter management and better utilization of manpower will guide our efforts over the coming months. Details of our response to the President have not been completed because of actions already taken to conserve our resources. It is our expectation that the aims expressed in the letter can be met with minimum adverse effect on present staff.

THE WHITE HOUSE

WASHINGTON

December 24, 1963

MEMORANDUM FOR THE HEADS OF DEPARTMENTS AND AGENCIES

Subject: Control of Federal Employment

The Budget which I will send to the Congress next month will not only halt the growth in Federal employment, but will actually make a small reduction from this year's level.

Even though nothing like this has happened in the last decade, I am still unconvinced that we are getting the maximum possible output per employee. I believe we can do better.

The Budget Director will shortly notify you of the year-end maximum employment levels which result from my final budget decisions for both fiscal years 1964 and 1965.

Let me make it clear that these end-of-year figures are ceilings, not goals.

As soon as these figures reach you, I want you personally to re-examine your employment situations and to establish new end-of-year targets below these maximums. I want you to report these targets to me promptly. I will review them personally.

When I approve new targets for your agency, you will put them into effect and make strenuous efforts to achieve them through tighter management, redeployment of personnel, simplification of procedures, and stripping work to essentials.

I will expect you to make quarterly reports to me, beginning April 1, 1964, on what you have accomplished under this effort.

Finally, once I have given my approval to your new targets, they are not to be exceeded without my explicit approval.

Lyndon B. Johnson

THINKING AHEAD. The year 1964 has the standard 52 weeks, and 26 pay days. It contains an extra day in February to make it a Leap Year. It will have the normal eight national holidays. The big difference is that five of the eight will be part of a long holiday--February 22, May 30, July 4, September 7, and December 25. And if you want to look ahead a little further to add a sixth, you might as well include January 1, 1965. Other holidays in 1964 include January 1 and November 11 and 26.

NEW SALARY RATES. Here is a new worldwide salary schedule which became effective January 5, 1964, for the following occupations: Professional Engineers, Operations Research GS-015, Physicists GS-1310, Chemists GS-1320, Meteorologists GS-1340, Mathematicians GS-1520, Mathematical Statistician GS-1529:

Per Annum Rates

Grade	1	2	3	4	5	6	7	8	9	10
GS-5	$5,650	$5,810	$5,970	$6,130	$6,290	$6,450	$6,610	$6,770	$6,930	$7,090
GS-6	5,760	5,935	6,110	6,285	6,460	6,635	6,810	6,985	7,160	7,335
GS-7	6,770	6,965	7,160	7,355	7,550	7,745	7,940	8,135	8,330	8,525
GS-8	6,810	7,020	7,230	7,440	7,650	7,860	8,070	8,280	8,490	8,700
GS-9	7,260	7,490	7,720	7,950	8,180	8,410	8,640	8,870	9,100	9,330
GS-10	7,945	8,200	8,455	8,710	8,965	9,220	9,475	9,730	9,985	10,240
GS-11	8,690	8,970	9,250	9,530	9,810	10,090	10,370	10,650	10,930	--

Nationwide new rates have also been approved for the Pharmacology series GS-405. They are:

Per Annum Rates

Grade	1	2	3	4	5	6	7	8	9	10
GS-7	$6,575	$6,770	$6,965	$7,160	$7,355	$7,550	$7,745	$7,940	$8,135	$8,330
GS-9	7,720	7,950	8,180	8,410	8,640	8,870	9,100	9,330	9,560	9,790
GS-11	9,250	9,530	9,810	10,090	10,370	10,650	10,930	11,210	11,490	--
GS-12	10,640	10,970	11,300	11,630	11,960	12,290	12,620	12,950	13,280	--
GS-13	12,495	12,880	13,265	13,650	14,035	14,420	14,805	15,190	15,575	--
GS-14	14,065	14,515	14,965	15,415	15,865	16,315	16,765	17,215	17,665	--

New salary rates for Medical Officers, GS-602, will be issued at a later date.

GOUGH HONORED BY ADMINISTRATOR. Mr. Halaby last week presented Melvin Gough, retired Director of Aircraft Development Service, with the FAA's Meritorious Service Award. This is the second highest Agency award given employees and consists of a medal, lapel rosette and a citation certificate. Gough retired last week after 37 years of Federal service.

QUALITY CONTROL MEETING AT OKLAHOMA CITY, OKLAHOMA. A Quality Control meeting applicable to the Agency's aircraft program will be held at Oklahoma City, Oklahoma, February 17, 18 and 19, 1964. Mr. Clyde Daniels, FS-990, of Aircraft Services Base has been designated chairman. The prime objective of this meeting will be to define and resolve areas requiring improvement in Quality Control. Emphasis will be especially placed upon streamlining and standardizing the quality control system. Some of the areas involved will be the operation, maintenance, modification and supply support to the Agency's aircraft. Substantial regional participation in the presentation is planned.

BOEING 727 GETS TYPE CERTIFICATION. After its intensive review of the Boeing 727 airliner, the FAA Type Certification Board signaled the green light for the tri-jet airliner -- or at least two versions of it. One is the UAL 727-22; the other is the EAL 727-25. Type Certificate A3-WE became effective on December 24.

TALK ABOUT BOWLING A HIGH GAME! To demonstrate the smoothness of flight in one of its Boeing 323s, American Air Lines has obtained FAA approval to install a full-sized, standard bowling alley, and all the trimmings in the plane for a trip from John F. Kennedy International Airport to Dallas, Texas. The 323 will have no trouble gulping down the 95-foot-long, 73-inch wide (that includes ball return and gutter) alley, and its 5-foot-long automatic pin-setter; cargo space in the plane is 103 feet by 11 feet wide, and 8 feet high. In fact, there will be space left over to accommodate 27 press, TV, and technical representatives. Two world champion bowlers, enroute to the World Series of Bowling in Dallas, are expected to give the alley a workout at about 25,000 feet.

1963 RECORD YEAR FOR INTERNATIONAL AIR TRAFFIC. The International Civil Aviation Organization has issued year-end air traffic figures, revealing a significant increase in world-wide passenger traffic. The number of passengers carried by international and domestic scheduled airlines of ICAO's 101 member states was 134 million -- an 11% increase over 1962. The number of passenger miles recorded was 90 billion -- a 12% increase over the previous year. In 1963 all the airline aircraft of ICAO member states spent a total of 7.8 million hours in the air. For those who like to reduce statistics into meaningful figures, that's the equivalent of more than eleven round trips between the earth and the sun; or, of 4,500 round trips between the earth and the moon.

ARE YOU ONE OF THE 4,725,000? A government insurance dividend pie valued at $234 million is now being cut and distributed to some 4,725,000 policy holding veterans of WWI and WW II. Veterans Administration spokesmen said the checks, which startef flowing Jan. 2, will average out to about $80 per person; some will get as little as $10, others more than $90. About 4.5 million WW II vets will divide $219 million; $15 million will go to approximately 225,000 WW I men. All checks should be in the hands of recipients by Jan. 15.

NEW LOOK IN CONTROL TOWERS. Beginning this year air traffic control towers will be built to two standard FAA designs. The smaller, for VFR airports, is pentagon shaped and free standing, with five floors of operating space from base to cab; the larger, for radar-equipped airports, is a concrete-shaft type to be built wherever the requirements is 60 feet or higher. In the larger tower, operations will be concentrated in the base structure and provision made for future expansion at ground level. Considerable sums of money will be saved in this construction project by centralized procurement of prefabricated tower cabs which can be assembled on the ground and hoisted into position.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 1-15-64. The best qualified applicants will be selected for these positions regardless of race, color, creed or national origin. Applications received in the Personnel Office (AC-14) 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 Form should not be completed for future requests unless the employee's supervisor or the Personnel Office determines that a new rating is needed. Normally a new form is needed only when the vacancy is in a different line of work, or the qualification requirements are not the same as the position for which previously evaluated, or the existing rating no longer reflects an accurate appraisal of the employee's promotability.

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.

ACPP Number	Position Title, Grade & Series	Area Of Consideration	Key Number
Position Location:	Maintenance Technical Standards Branch		
ACPP-1142	Editorial Assistant (Steno) GS-1087-06	Center-Wide	269
Position Location:	Installation & Materiel Depot		
ACPP-1143	Cost Clerk, GS-301-5	I & M Depot	269
ACPP-1130	(Reannounced) Property & Fiscal Control Clerk GS-301-5 Project Management Division (2 Positions)	Center-Wide	269
FPP-AC-63-1140	Materiel Analyst (Systems) GS-2001-13	C A N C E L E D	
Position Location:	Control Systems Division		
ACPP-1144	EAM Project Planner, GS-362-7	Control Sys. Div.	***
ACPP-1145	Digital Computer Systems Analyst GS-334-11	Center-Wide	145
ACPP-1146	Applications Examiner GS-963-9	Control Sys. Div.	264
Position Location:	Engineering & Manufacturing Division		
ACPP-1147	Administrative Assistant, GS-341-9	Center-Wide	236
FPP-AC-64-1153	*Electronic Engineer (Gen) GS-855-14 or Aerospace Engineer, GS-861-14	Region-Wide	292
Position Location:	Aircraft Services Base		
ACPP-1148	Electronic Technician (Gen), GS-856-7	ASB	295
ACPP-1149	Aircraft Systems Electrician, WB-2892-11	ASB	258
ACPP-1150	A/C Sheetmetal Assist. Foreman WS-3853-9	ASB	176
ACPP-1151	A/C Sheetmetal Lead Foreman WS-3853-8	ASB	176
ACPP-1152	Supv. Gen Aviation Maint. Spec. GS-1825-12	ASB	206
ACPP-1120	(Reannounced) Administrative Assistant GS-341-7	ASB	145
Position Location:	FAA Academy		
ACPP-1154	Gen. Aviation Electronics Spec., GS-1825-12	FAA Academy	206
FPP-AC-64-1155	*Special Services Officer, GS-301-10	Region-Wide	236

(*) Closing Date: 1-24-64
(***) On File Room 104, Headquarters Building

INTERCOM
FEDERAL AVIATION AGENCY

FAA Aeronautical Center

SPECIAL INTERCOM January 10, 1964

SONIC BOOM STUDIES SLATED FOR OKLAHOMA CITY, OKLAHOMA

An intensive supersonic transport sonic boom study will commence in the Oklahoma City, Oklahoma, area next month.

Primary purpose of the study program will be to determine the public attitude in a modern American city toward frequent sonic booms of the levels predicted for supersonic transport operations.

Controlled booms of these magnitudes will be generated over Oklahoma City and vicinity commencing February 3 according to an announced daily timetable. The program is scheduled to continue for 26 weeks, during which there will be 1,212 boom runs at SST levels.

Data compiled could have great significance in design and operation of United States and foreign supersonic transports, which are expected to be in airline service in the 1970's. The Nation's SST program is now in the design stage. Manufacturers' design proposals are currently being evaluated by ten airlines and a 210-member government evaluation group.

Gordon M. Bain, FAA Deputy Administrator for Supersonic Transport Development, announced the boom study today (January 13) in Oklahoma City. He said:

"Sonic boom presents one of our potential problems as we look to development and operation of a supersonic transport. A substantial amount of effort has been devoted to exploring sonic boom in the past, both in this country and abroad. We now have a clear picture of the relationship between magnitude of boom and such factors as the speed, mass, and altitude of the supersonic aircraft that generates the boom. We can predict boom quite accurately on the basis of these factors, and measure it precisely with ground instrumentation.

"What is not so clear, however, is how people feel about different levels of boom. Populated areas have been exposed to high-level accidental booms in some instances in the past. The result has of course been annoyance, and, in some cases,minor damage. But there is very little past public experience with the more moderate levels of boom such as are expected from the SST.

"The present firm restrictions on boom levels in design of the SST were established largely on the basis of experimental work by the aeronautical researchers, engineers, and flight test personnel who have been concerned with the sonic boom phenomenon. Now it is time, building on the foundation of their continuing efforts, to learn from the public how the public feels about the levels of boom we expect from the SST. This Oklahoma City study should help considerably to define the levels of public acceptability."

Booms are programmed well below levels that have on occasion caused some structural damage in recent years. SST booms will be of a considerably lower magnitude than such booms.

The FAA will, however, investigate any responsible damage claims that may be made as a result of booms in this program. The government will pay the cost of repairs for any verified damage that may be caused directly by the booms.

There have been no injuries to persons or animals from booms in the past.

The Federal Aviation Agency will conduct the study program with the co-participation of the National Aeronautics and Space Administration and the United States Air Force. Air Force F-104 aircraft will generate the booms. NASA researchers will provide ground instrumentation to measure booms and boom effects.

Local authorities in Oklahoma City have cooperated fully in establishing the sonic boom program. Two major FAA facilities are located there. The Aeronautical Center is the main FAA training and maintenance complex. The Civil Aeromedical Research Institute is the foremost institution in the world dealing with medical and human factors in civil aviation. Tinker Air Force Base, from which the boom-study F-104's will operate, is within the city limits, and other major air bases are located in the general vicinity.

A public interviewing program will be conducted throughout the Oklahoma City area during the study by the National Opinion Research Council of the University of Chicago under contract to the Federal Aviation Agency.

A special bank of telephones will be operated by FAA in Oklahoma City to receive calls from the public in connection with the program. Telephone numbers will be publicized, as will the mailing address for written comments.

Secondary purpose of the program will be to continue ongoing study of the effects of boom on structures. Four houses of varying types and geographical locations in the Oklahoma City area have been rented for this purpose. One of them will be fully instrumented to determine precisely any structural effects of sonic boom over pressures. The houses will be inspected before and after each boom-run.

The first F-104 boom run in the program will take place, southwest to northeast over Oklahoma City, at 10:30 a.m. on February 3. It will generate a boom of one pound per square foot overpressure, somewhat less than the magnitude of boom predicted for the United States supersonic transport. Overpressure,

indicative of the level of boom above normal atmospheric pressure, is the standard measurement for sonic boom. This will be the only run on February 3.

The level of boom will be maintained at one pound for runs through the remainder of the first week of testing. There will be two such runs February 4, three on February 5, four on February 6, five on February 7, and seven each on February 8 and 9.

All flights scheduled throughout the program will take place between 7 A.M. and 6 P.M.

On February 10, the first day of the program's second week, eight flights will be flown, each generating 1.5 pounds overpressure. This is the maximum cruising sonic boom specified in the FAA Request for Proposals establishing design objectives for the United States supersonic transport. The schedule of eight flights daily at 1.5 pounds overpressure will continue from February 10 through the seventeenth week of the program, which begins May 25.

Time scheduling of study flights will be somewhat modified with the passage of weeks through this period. Daily boom-flight times will be made public. On April 6, the first day of the tenth week of the program, the schedule will call for seven flights instead of the eight daily flights on other days in this sixteen-week period.

From June 1, the start of the eighteenth week of the program, until the end of the twenty-sixth week on August 1, the schedule calls for eight runs daily at a boom level of two pounds overpressure. This is the maximum sonic boom level specified in Request for Proposals design objectives for the operational period when the SST is accelerating from subsonic to supersonic speed. It would in most instances be generated approximately 150 miles from the take-off airport over unpopulated area or at sea.

The F-104's will fly between 30,000 and 40,000 feet on boom runs throughout the program.

A final report of the sonic boom study will be prepared by FAA, NASA, and the Air Force at completion of the program. It should be available in the latter part of 1964.

Sonic boom is defined as a strong pressure wave through the air created by an aircraft moving at or above the speed of sound. The boom propagages from the plane much as ripples emanate from an object thrown into a still pond. The waves form in two cones extending back from the nose and tail of the plane.

The strength of shock waves when they reach the surface of the earth is dependent on a number of variables. These include speed, size, geometry, and weight of the generating aircraft; its distance or altitude from the earth's surface, and atmospheric and wind conditions. Some flight maneuvers conducted by generating aircraft also increase pressure waves; a sharply turning aircraft, for example, sets up a higher pressure than one flying straight and level.

The sonic wave, dependent on these variables, can range in noise level from inaudible to overpressures that have been likened to a thunderclap, a discharging shotgun, or an artillery piece. The cone of waves from the nose and that from the tail can each produce a separate effect, or the two can in other cases blend into a single sound.

Boom effects on ground structures also vary along a broad scale depending on boom overpressure level -- from no effect in most instances to vibration or, in a small percentage of cases with certain materials, such as chinaware or plaster, incipient damage.

The FAA, NASA, and the Defense Department began joint sonic boom research some years ago. Extensive and continuing studies, which have included sonic boom flights at Holloman AFB, N.M., the NASA Wallops Station in Virginia, Edwards AFB, California and the St. Louis, Missouri area have examined the basic overpressure phenomenon, the relationship between aircraft types and operational profiles and resultant boom, effects on ground structures and light aircraft both on the ground and airborne, community reaction to boom, and factors in the design and operation of future aircraft to minimize sonic boom problems.

The program in the St. Louis area in 1961 was an early attempt to define levels of public acceptability. Boom experience at that time was limited. The results were not definitive.

Most recent major program, at Edwards in February 1963, dealt with potential sonic boom hazards to light aircraft and helicopters. The helicopter and light aircraft were not damaged either on the ground or in the air by successively increased boom levels, some far higher than those that will be generated in the Oklahoma City program.

INTERCOM

FEDERAL AVIATION AGENCY

FAA Aeronautical Center

64-2 January 15, 1964

ADMINISTRATOR TO DEDICATE 19th ARTCC. With the official dedication of the Miami Air Route Traffic Control Center by Administrator Halaby on January 19, the Agency will be within sight of completing its plan for 20 such Centers. In operation since August 31, 1963, the Miami ARTCC covers the southern half of Florida, extending southward half-way to Cuba, through the Bahamas and half-way to Puerto Rico. The original major construction plan provided for 21 Centers but was altered to transfer the New Orleans Center to NASA. Last of the 20, at Houston, is expected to be operational in June, 1964.

HIGH SPEED TURBULENCE PENETRATION LECTURE. Flight Standards Service and the Flight Standards Training Division personnel participated in a lecture presented by Captain Paul Soderlind of Northwest Airlines at the FAA Academy. Captain Soderlind is the Technical Chief Pilot for Northwest Airlines and in this capacity has one a tremendous amount of research in this particular problem area. Northwest Airlines has expended large sums of money and aircraft hours to assist Captain Soderlind on this project.

Those in attendance included George Moore, FS-1, Jim Rudolph, FS-400, Enar Olson, FS-900, E. U. Mundy, EU-1, and representatives from all the Regions, various Air Carrier District Offices, U. S. Weather Bureau, Flight Inspection, Flight Evaluation, American Airlines, Braniff and World Airways, FAA Headquarters Washington Office, National Aircraft Investigation School, CARI, and Academy personnel.

Paul is a native of Billings, Montana. He started flying at the early age of twelve, supplementing his expenses by working as a gas boy. Paul received his Instructor's Rating and joined the Northwest Airlines at the age of 18, and received his ATR at the age of 23. He holds ratings on the DC-3, DC-4, DC-6/7, DC-8, Martin 202/404, Boeing 377/707/720, Lockheed Constellation, and Lockheed Electra. Paul is responsible for the Flight Operations Research & Development and the technical aspects of the Northwest Airlines Flight Operations Procedures. He developed the IMI and unique Jet Procedures Speeds Systems. He holds membership in the "Mach 2 Club."

REDEPLOYMENT COMPLETED. The Headquarters and NAFEC staffing adjustment programs are now substantially complete. No such program could be done without the dedication and effort of many people. It is significant then that the program was successfully concluded by the January 1 target date; although, a number of actual personnel moves remain to be consummated within the next thirty days. Because of reassignments elsewhere in the Washington and NAFEC areas, a vigorous outplacement program and effective use of attrition, total staffing levels were reduced by about 850 positions, while requiring relocation of only 204 persons. Because the program was carried out through the use of reassignment procedures rather than reduction-in-force measures, no employee was forced out of work and personal hardships were held to a minimum. The Civil Service Commission thoroughly reviewed the redeployment program and reported it was entirely legal and in accord with their regulations. However, they did offer several suggestions for improving the efforts which were promptly acted upon. With this major shift now over, all redeployment listings have been discontinued and most redeployment based restrictions on hirings have been lifted.

REQUIEM FOR THE OLD HOMESTEAD. The newspapers made a BIG THING, with stories and pictures, out of the decision to raze the World War II tempos. Starting this week, T-4 will be demolished. T-5 and T-3 will then follow and by summer the area will revert to the greensward that once it was. This is as it should be, but ugly and inefficient as the buildings were--hot in summer, cold in winter, crowded and grimy--FAA history was made under those long flat roofs and they sheltered many FAA/CAA employees for years.

LOCKETT TRANSFERS TO SST PROGRAM. B. N. "Bas" Lockett has become Technical Assistant to Gordon Bain in the Supersonic Transport Development Program. He moved over from his job as Chief of the Jet Operations Branch of the Flight Inspection and Procedures Division in Flight Standards Service. Lockett had directed the jet program from its beginning in 1956 up to the present mammouth world-wide flight inspection program.

FEDERAL EMPLOYEES HEALTH BENEFITS PROGRAM. The Office of Personnel and Training reminds everyone that an employee enrolled in a health benefits plan should notify his personnel office when he or she becomes the last or only family member covered. In such circumstances (brought on by death, divorce or a child's becoming 19 years old) employees should immediately file SF 2809, Health Benefits Registration Form (available in any personnel office) changing to a "self only" enrollment. By failing to do so, the higher deductions for "self and family" enrollment will continue. Retroactive changes are not permitted.

SOMETHING EXTRA FOR SOMETHING EXTRA. Let's not break our arms patting ourselves on the back, but there's reason for self-pride. In the first quarterly report (for FY 64) of the Recognition and Awards Program, the box score was impressive. One out of every five suggestions submitted was adopted -- putting rewards totalling $6,500 in the pockets of bright-eyed employees. In addition, 154 FAAers received Quality Pay Increases, 132 were given Sustained Superior Performance Awards, and 22 were presented Special Act or Service Awards. The streamlined new program makes it easier for FAA personnel to get cold cash for hot ideas and performance, but still some sections have been slow to react to the new procedures. All information regarding this program can be found in the handbook PT P 3450.2A.

THE WATCHWORD IS "WATCH THE WORDS." Simultaneously with the extension of the Federal Telecommunications System to all the States except Alaska and Hawaii, an economy program is being instituted throughout the FAA in an effort to reduce the excessive costs of telephone service which, unless curbed, will cost the Agency close to $750,000 in fiscal 1964. The Administrator's target is a reduction of this figure by at least one-third. A large part of the savings is to be realized by reducing long distance calls to a minimum, by pre-planning long distance calls when they must be made (under FTS if the call is completed in less than two minutes there is no charge, and there is no charge for partial minutes) and by the use of less expensive methods of communications--mail or teletype--wherever possible. The broader FTS coverage has resulted in several changes in long-distance procedures. Direct dialing through commercial service is no longer permissible and long distance connections can be made by simply dialing "operator." The single FAA billing code has been replaced by individual billing codes which will identify the office or service placing the call.

TOTAL NAVAIDS 1963. At year's end the Installation and Materiel Service reports a total of 1,297 major NAVAIDS in operation throughout the 50 States. These include 22 Air Route Traffic Control Centers (ARTCC); 74 Long Range Radars (LRR); 70 Airport Surveillance Radars (ASR); 39 Visual Approach System Indicators (VASI); 309 VORTACS (Very high frequency omni-directional radio ranges with military TACAN); 79 TVORs (Terminal VORs); 235 Instrument Landing Systems (ILS); 193 Approach Light Systems (ALS) and 276 Airport Control Towers.

PAN AM ACCIDENT LAUNCHES VAST RESEARCH EFFORT. As a result of the accident at Elkton, Md., on December 8, 1963, the Agency has initiated the following actions: issued a Notice to Airmen advising avoidance of thunderstorm areas because of lightning danger and asking pilots for more complete reports of turbulence and lightning they encounter; recommended to ATA that all transport aircraft not currently equipped with static dischargers be so equipped; issued an Advisory Circular detailing the hazards of fuel vapor in fuel tanks; requested aircraft manufacturers to review the lightning protection features of their aircraft; initiated a research program to develop methods for minimizing lightning hazards; and established a committee, composed of representatives of all segments of the government affected, to help solve the lightning problem.

ROBOT CONTROLLER NEVER TIRES OF TALKING. If experiments that are now being conducted using the TVOR at San Francisco and the VORTAC at O'Hare work out as planned, controllers can expect to find themselves in better voice -- and better able to carry out their exacting duties. In operation since Dec. 15, '63, the two facilities automatically broadcast routine non-control information, including the latest airport weather data, operational runway, method of approach, and pertinent NOTAMs when a pilot contacts the navaids. Object: to relieve the controller of repetitiously reporting this information to each pilot personally; to thin-out frequency congestion; to provide better approach control. Outlook: very good -- 200 uses per day in the first three days of operation in San Francisco. Possibility: 35 areas, coast-to-coast might eventually be outfitted with the non-stop talkers. Test period ends Jan. 15.

ZVOLANEK AND WOODY TO SPEARHEAD CAREER PLANNING. In twin moves aimed at strengthening the FAA's career development efforts, Benjamin F. Zvolanek and Ellis A. Woody have been brought to the Office of Personnel and Training in key posts. Zvolanek, who had been Headquarters Operations' Personnel Officer is now P&T's Chief of Management Training. Woody, who had left the Agency to join the Internal Revenue Service, was persuaded to return to the FAA to head his former post, Chief of the Career Planning Division.

ARRIZA HAS LEFT FOR LIBYA. The dangling red tape has been tied and now it's official. Anthony Arriza, formerly Chief of the Civil Aviation Assistance Group in Spain, has left the FAA and the U. S. Government for his new post. Effective January 22, Arriza becomes Assistant Director-General of Libyan civil aviation.

EXCESS FACILITY SURVEY. The Materiel Management Division, IM-300, and the Utilization and Disposal Service of GSA are conducting a joint survey to find ways to speed up and simplify the disposal of decommissioned Agency facilities. Representatives of both offices are visiting installations in North Dakota, Nebraska, Oklahoma, and New Mexico in an attempt to work out procedures under which FAA could shut down excess facilities and remove needed equipment. GSA would then step in and handle all dismantling details, and the disposal of land and whatever equipment remained. The survey trip will include visits to the Southwest Region office in Fort Worth and the I&M Depot in Oklahoma City to examine current practices and problems in facility disposals.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 1-22-64. The best qualified applicants will be selected for these positions regardless of race, color, creed or national origin. Applications received in the Personnel Office (AC-14) after 4:30 p.m. on closing date will be returned.

A Personnel Data Sumary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be completed for future requests unless the employee's supervisor or the Personnel Office determines that a new rating is needed. Normally a new form is needed only when the vacancy is in a different line of work, or the qualification requirements are not the same as the position for which previously evaluated, or the existing rating no longer reflects an accurate appraisal of the employee's promotability.

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

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: Office of the Manager			
ACPP-1156	Air Cond & Htg Equip Mechanic WB-5301-08	Off.of Mgr.	276
ACPP-1157	Laborer Leader WL-3502-03	" " "	231
ACPP-1158	Engineering Technician (Drafting) GS-802-7	" " "	260
Position Location: Control Systems Division			
ACPP-1159	Applications Examiner, GS-963-07	Cont.Sys.Div.	264
ACPP-1160	Digital Computer Sys Operator, GS-332-5	Center-Wide	186
Position Location: Nat'l Field Operations Hdqtrs			
ACPP-1161	Navigational Aids Analyst, GS-301-9	Center-Wide	**
FPP-AC-64-1162	Facilities Flt Check Pilot, GS-1681-13 (POD Okla City or Los Angeles) Jet Operns	Region-Wide	283
FPP-AC-64-1163	Facilities Flt Check Pilot, GS-1681-13 (POD Okla City) Systems Surv. Oprns	Region-Wide	283
Position Location: Aircraft Services Base			
ACPP-1164	Aircraft Mech Lead Foreman WS-8852-4	ASB	91
FPP-AC-64-1165	Aerospace Engineer, GS-861-12	Region-Wide	292
Position Location: Engr. & Manuf. Div.- Field Extension			
FPP-AC-64-1166	*Supv. Manufacturing Specialist, GS-1825-14	Region-Wide	206

(*) Closing Date: 1-29-64
(**) See on file Room 104 Headquarters Building.

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FEDERAL AVIATION AGENCY

FAA Aeronautical Center

S P E C I A L I N T E R C O M January 17, 1964

DEDICATION OF THE NEW FAA FLIGHT SERVICE STATION AND DISTRICE OFFICE BUILDING AT WILEY POST AIRPORT

On Sunday, January 19, 1964, Oklahoma City will dedicate the new FAA Flight Service Station and District Office Building located at Wiley Post Airport. This building built by the Oklahoma City Airport Trust has been leased to the Federal Aviation Agency to house the following FAA offices that serve the aviation industry in Oklahoma: Airport District Office, General Aviation Office, Engineering and Manufacturing District Office, a segment of the Systems Maintenance Sector and The Flight Service Station.

Mr. William J. Schulte, Assistant Administrator for General Aviation of the FAA, will make the dedication address at 1:30 P.M. Mr. Archie League, Assistant Administrator, Southwest Region of the FAA, will also participate in the dedication program.

Immediately following the program there will be flying exhibitions by sail planes, helicopters, and jet aircraft. A static display of aircraft will be available.

Representatives of the various offices housed in the new building will be on hand from 12:00 to 4:00 p.m. to show you and your family through the new facility. This new building is located adjacent to the Wiley Post Terminal.

All FAA employees are cordially invited to attend this dedication.

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64-3 January 22, 1964

HIRINGS AND PROMOTIONS. President Johnson's firm pronouncements on a tighter budget in the Federal Government has raised questions among many Agency employees. The FAA's 1962-63 economy program, by anticipating the need for consolidation and great productivity, has eased the situation in this Agency. Prudent management has already resulted in total staffing levels being reduced by about 850 positions. The major cut is now over and all redeployment listings have been discontinued and almost all of the self-imposed restrictions on hiring has been lifted. The Agency will continue its program of recognizing employee performance through grade promotions, and quality and within-grade step increases.

BOB-CSC-FAA MANPOWER UTILIZATION LOOK. The Administrator will shortly receive the report of a team of Bureau of the Budget, Civil Service Commission and FAA staff on manpower utilization in the FAA. The Bureau of the Budget is chairing the team. The report will cover the general effectiveness of the Agency's manpower utilization program, and will give special attention to the staffing of the Office of Management Services, the Office of Headquarters Operations and the Flight Standards Service. The report will go directly to the Administrator for consideration and action.

FEDERAL EMPLOYEES HEALTH BENEFITS PROGRAM. Special provisions when there is a change in marital status: An employee who changes his or her marital status (1) may enroll if not presently enrolled, (2) may change the enrollment from self only to self and family, or (3) may change from one plan or option to another. This provision exists from 31 days before a change in marital status to sixty days after the change. A change in marital status is considered one of the following: marriage, granting of final divorce decree, annulment or death of spouse. An employee may take advantage of the opportunity to change enrollment only once during the period indicated above. Standard Form 2809 may be obtained in Room 102 of Headquarters Building if you desire to make any changes in your enrollment.

HOW TO NEGOTIATE WITH THE UNIONS. Dr. Charles Rehmus, consultant of the Institute of Labor and Industrial Relations, Ann Arbor, Michigan, conducted a two-day seminar on this subject at the FAA Academy on January 8 and 9. Thirty-five Agency officials from Alaskan and Eastern Region, Washington Offices, and the Aeronautical Center, learned the answers to many of their questions. Through lecture and discussion, they learned how to prepare for negotiations and various techniques they can use when engaging in such negotiations. In workshops they gained practical experience in union negotiations. Officials from other regions will attend a second seminar at the Academy on February 10 and 11.

EVENING COLLEGE COURSES AT AERONAUTICAL CENTER. Enrollment for evening college courses given at the Aeronautical Center will be held Monday, January 27, at 4:45 p.m. in the Auditorium in the Headquarters building. Representatives from Oklahoma State University will be present to answer any questions concerning credits or enrollment. Whether the courses tentatively scheduled to be offered will actually be given will be determined by Center personnel meeting the minimum class enrollment limitations as established by Oklahoma State University. So, if you are interested in a particular course, talk your fellow workers into taking the course with you, thus increasing the probability that the course will be given. For further information, contact your Aeronautical Center Educational Society representative or the chairman, Eugene C. Thompson, PT-945.1, Room 109, ANF-1, Ext. 230.

TIME IS RUNNING OUT. There are still considerable numbers of WW II veterans eligible for GI home, farm and business loans; absolute deadline for all WW II vets is July 25, '67. Here's VA formula for figuring eligibility; add 10 years to date of discharge from last period of active WW II service. Then add an additional year for each 90 days active service in WW II (fractions of 90 don't count). Details for specific cases can be had from VA Regional Offices.

WYATT EARP GETS NEW BADGE. Harold W. "Wyatt" Earp, Chief of the Regional Aviation Assistance Group in Panama, was cited recently by the Governor of the Canal Zone for his outstanding service as Aeronautical Advisor to the Governor. Incidentally, the Administrator remained in touch with him constantly during the recent crisis so as to assure the protection of FAA personnel all of whom behaved admirably in the tense situation.

CENTERS GET BUSIER. During calendar 1963, 10,602,000 IFR aircraft were handled by the 26 ARTCC's within the 48 States. This is a 5.4 percent increase over the 1962 figure of 10,056,000.

SRDS ENGINEERS SHAVE COST OF ILS. Full-fledged Instrument Landing Systems are complex electronic marvels and SRDS navigation engineers are sure they can bring them within the budget limits of scores of additional airfields. An engineering model of the localizer portion of the low-cost ILS is now being installed at the Jamestown, N. Y. municipal airport. Engineers will begin putting together a comparable version at McKeen County Airport, Bradford, Pa., on January 27. Later this spring, the two other components of a complete ILS, the glide slope transmitter and marker beacon, will be installed at both places. A third experiment is being considered. A live operational test program is now being developed jointly with other Services, including Air Traffic, Airports, I&M, Systems Maintenance, and Flight Standards. Possibility: initial experience indicates great promise of cutting facility costs by up to 75 percent.

PROJECT SCORE REPORT IN: ATS STUDYING RECOMMENDATIONS. Phase I of Project SCORE, a comprehensive manpower study launched by the Administrator in 1962, is completed and now in the mill in Air Traffic Service for review, approval, and implementation. Phase I included a field test under actual operational conditions at the Ft. Worth ARTCC to double check the soundness of recommended concepts and manpower measures. Through techniques developed during the project, air traffic control management will be able to more accurately forecast manpower needs -- and at the same time more effectively schedule the available workforce to carry out its other functions. Project SCORE aim: better manpower utilization; reduce peak pressures on operating personnel; provide more consistent training and relief; allow more of workforce to enjoy weekends and holidays with their family and friends like other professionals.

3 AIRFRAME, 3 ENGINE MAKERS SUBMIT INITIAL DESIGN PROPOSALS FOR SST. Lockheed Aircraft, the Boeing Co., and North American Aviation have submitted airframe proposals for the U. S. Supersonic Transport; engine design proposals came from Curtis-Wright, General Electric, and the Pratt & Whitney Division of United Aircraft. The initial design proposals were submitted in accordance with the SST program timetable established in the FAA Request for Proposals of Aug. 15 '63. Jan. 15, '64 was set as the deadline for submission. The six companies, also in line with the RFP schedule, notified FAA in September of intent to submit proposals.

MECHANICS PAR EXCELLENCE APPLAUDED. The two national winners of the FAA's first annual Aviation Mechanic Safety Awards Program will come to Washington next week to receive their trophies. TWA's John Motta, winner in the air carrier category and general aviation's Norton G. Stubblefield of Morrison-Knudsen Co., Inc., will be honored twice next Tuesday, Jan. 28 -- once by Mr. Halaby and FAA officials in special ceremonies at Headquarters and later at the Washington Aero Club Luncheon. Mr. Halaby will be the key speaker at both ceremonies.

ARTS IN THE ATLANTA TOWER. ARTS, meaning Advanced Radar Traffic Control System, is a system which puts letters and numbers onto the face of a radarscope. It is an important feature of the National Aviation System and comprises a UNIVAC 1218 computer, an alpha-numeric generator, radar and beacon digitizers, and bright display equipment. The installation in the Atlanta tower will be used for experimental purposes when it becomes operational some time this summer.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 1-29-64. FPP Announcements will close 2-12-64. The best qualified applicants will be selected for these positions regardless of race, color, creed or national origin. Applications received in the Personnel Office (AC-14) 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 completed for future requests unless the employee's supervisor or the Personnel Office determines that a new rating is needed. Normally a new form is needed only when the vacancy is in a different line of work, or the qualification requirements are not the same as the position for which previously evaluated, or the existing rating no longer reflects an accurate appraisal of the employee's promotability.

(See Page 4)

ACPP Number	Position Title, Grade & Series	Area Consideration	Key Number
ACPP-7	Digital Computer Programmer, GS-331-9	Center-Wide	165

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-9 Digital Computer Programmer need not reapply. All other employees who believe the are eligible or will become eligible within the next 90 days should apply.

Position Location: Installation & Materiel Depot			
ACPP-1167	Procurement Clerk (Typing) GS-2020-4	I & M Depot	84
ACPP-1168	EAM Operator, GS-359-4 (2 positions)	I & M Depot	299
ACPP-1169	EAM Operator, GS-359-5 (2 positions)	I & M Depot	299
ACPP-1170	EAM Supervisor, GS-359-6	I & M Depot	299
ACPP-1171	Digital Computer Systems Opr. GS-332-7	I & M Depot	186
ACPP-1172	Tool, Stock & Parts Keeper, WB-6904-06	I & M Depot	275
ACPP-1173	Supply Comm Mgmt Asst. GS-2010-05	I & M Depot	***
ACPP-1174	Traffic Manager, GS-2130-11	I & M Depot	***
FPP-AC-64-1175	Traffic Manager, GS 2130-12	AL,PC,NAFEC & Aero Ctr	***
Position Location: FAA Academy			
ACPP-1176*	Flt Operations Clk, GS-301-4	Center-Wide	269

*This is a training position. Incumbent will be trained 1 year for an established GS-5 position. Must be willing to work eight hour shift during hours of 6:30 a.m to 5:30 p.m. and occasional Saturday and Sunday as required.

FPP-AC-64-1177	Gen Aviation Operns Spec. GS-1825-13 (3 pos)	Region-Wide	283
Position Location: Control Systems Division			
FPP-AC-64-1178	Supv. Digital Computer Programmer, GS-331-14	Region Wide	165
Position Location: Office of the Manager, Aeronautical Center			
ACPP-1179	Employee Development Officer, GS-235-11	Center-Wide	155
ACPP-1180	Carpenter, WB-4607-09	Off.of Mgr	227
ACPP-1181	Accounting Clerk GS-501-6 (2 pos)	Off. of Mgr	262
ACPP-1182	Supv. Accounting Clerk GS-501-7	Off. of Mgr	262
Position Location: Aviation Medical Service			
ACPP-1183	Secretary (Steno) GS-318-6	Avia Med Serv	300
ACPP-1184	Clerk-Stenographer, GS-312-5	Avia Med Serv	255
Position Location: Aircraft Services Base			
ACPP-1185	A/C Mechanic Foreman, WS-8852-11	ASB	91
ACPP-1186	Aircraft Painter, WB-4152=8	ASB	225
ACPP-1187	A/C Mechanic Lead Foreman, WS-8852-8	ASB	91
ACPP-1188	A/C Sheetmetal Worker, WB-3853-10	ASB	176
ACPP-1189	Equipment Spec. (Aircraft), GS-1670-11	ASB	171
Position Location: National Field Headquarters			
FPP-AC-64-1190	Supv. Avia Operns Spec. GS-1825-14	Region-Wide	283
ACPP-1189	Electronic Technician (Gen) GS-856-11	Center-Wide	295
CORRECTIONS:			
FPP-AC-64-1162	Facilities Flt Check Pilot, GS-1681-13 (POD Okla City) Jet Operns	Region-Wide	283
FPP-AC-64-1163	Facilities Flt Check Pilot, GS-1681-13	Region Wide	283
	(POD Okla City or Los Angeles) Systems Surv. Operns	Region	283
ACPP-1157	Laborer Leader WL-3502-03	C A N C E L E D	

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FEDERAL AVIATION AGENCY

FAA Aeronautical Center

64-4 January 28, 1964

DENVER, TAKE A BOW. Alerted to the presence of severe turbulence by the Denver Center recently, several airline captains have expressed appreciation for the controller's warning as it enabled them to ease the shock of encounter on both plane and passengers. In praising Denver's good work, Lee Warren, AT-1, called it evidence of the success of FAA's PIREPS program--dissemination of in-flight weather reports from pilots to pilots--which is standard practice at all Centers and Flight Service Stations.

PORTUGESE AIR CHIEF VISITS. The Director-General of Civil Aviation in Portugal, Vitor Veres, is meeting with FAA officials during his trip to the United States. He was in Washington last week to consult with Agency personnel and to survey the operations of Dulles International Airport and the Leesburg Air Traffic Control Center. He plans to stop at the Aeronautical Center on his way to San Francisco.

BOUNDARIES EXTENDED FOR ONE SOUTHERN GADO. Boundaries for the Birmingham General Aviation District Office have been expanded to include eight Florida counties. Directly south of the southeast corner of Alabama, they are Okaloosa, Walton, Holmes, Jackson, Washington, Calhoun, Bay and Gulf.

QANTAS SIGNS UP FOR 6 U. S. SSTs. Qantas Empire Airways of Australia is the latest air carrier to sign up for delivery of U. S. Supersonic transports. The firm put down an advance royalty payment of $600,000 to reserve six of the craft; Qantas will get delivery positions: 25; 28, 34; 49; 60; and 69. Advance royalty payments totaling $5.1 million have now been submitted by the four U. S. flag and four foreign flag airlines holding 51 assigned delivery positions.

WILLIAM A. JUMP AWARD. Agency Safety Engineer, Thomas J. Creswell, has been nominated for this coveted public administration award. It is awarded annually to outstanding civil servants under age 37. Mr. Creswell's nomination is based on his many exemplary achievements in safety program management.

CONTROLLER TALK. Two important changes have been made recently in air traffic phraseology. One, to be used upon discontinuance of radar guidance reads: "Resume Normal Navigation." The second, "Cleared for Back Course ILS Runway (number) Approach" is an increased safety measure in that it prevents any possible misunderstanding as to the localizer course to be utilized--back course as opposed to front course.

SUPERSONIC TRANSPORT INFLIGHT SIMULATOR. A Cornell Aeronautical Laboratory proposal is now being studied by the FAA to determine if flight training leading to initial checkout and recurrent training in the SST could better and more economically be conducted in an inflight simulator or by the ground type of simulator presently in use. The proposal involves a simulated SST cockpit attached to the nose of a Convair 340 equipped with Allison Turbo-prop engines.

FAA ENDORSES USE OF CRASH LOCATOR BEACONS. The Agency has announced a program to encourage the development and use of "crash locator beacons." Tests conducted last summer indicated that such a beacon can enable suitably-equipped search and rescue aircraft to locate a downed airplane. For example, the tests proved that signals from beacon equipment with a power output of 175 milliwatts were received for a distance of 30 miles at 1,000 foot altitude, 50 miles at 5,000 feet and 65 miles at 10,000 feet. George Moore, Director of Flight Standards, has cautioned that before proceeding with the program, the FAA must have assurance that industry can produce crash locator beacons at a reasonably low price and that individual aircraft owners would buy or rent them if they were made available. Industry has been asked for comments.

HOMESTEAD TAX EXEMPTION. On February 3 and 4, 1964, the Oklahoma County Assessor's Office will have a representative at the Aeronautical Center to assist employees in filing application forms for Homestead Tax Exemption. This assistance applies only to employees living in Oklahoma County. Others may obtain assistance from the County Assessor of the County in which they live. Employees who want assistance should bring the forms which they received from the Oklahoma County Assessor's Office, or, if filing for the first time, the complete legal description of their homestead. Additional information may be obtained from Notice AC 3790.10, Filing Applications For Homestead Exemptions.

NATIONAL TV AND PRESS TO BE HERE FOR START OF SST STUDIES. Representatives from the three major television networks and a number of aviation writers will be at the Aeronautical Center beginning Thursday and will remain several days to cover the sonic boom studies. Area television and press will also be on hand.

AC OFFICIALS TO APPEAR ON LOCAL TV - SUBJECT: SONIC BOOM. Mr. William Jackson, Assistant Manager of the Aeronautical Center and Mr. "JB" McCollough of Flight Standards Training Division will appear on Bruce Palmer's "Frankly Speaking" TV program on Saturday, February 1 to discuss the sonic boom program. This program appears on Channel 9 at 4:00 p.m. Other TV appearances:

Thursday, January 30, 1 - 1:30 p.m. - Channel 13 - 12th Grade Science Seminar - Guest, "JB" McCollough

Friday, January 31, 12:30 - 1:00 p.m. - Channel 13 - "PTA Pointers" - Guests, William Jackson, "JB" McCollough and Hal Joines

LOOKS LIKE WE HAVE A BETTER MOUSETRAP,OR SOMETHING. The high quality of training offered by FAA is not exactly a closely guarded secret -- during February, 27 representatives of foreign countries will arrive in the U. S. to take courses with the Agency. Included are citizens of Pakistan, Tanganyika, Thailand, United Arab Republic, Egypt, Greece, Philippine Republic, Iran, Indonesia, Iraq, Lebanon, and the Republic of China.

OKE CITY FIREMEN ALL WET -- AND THEY LOVE IT. Oklahoma City firemen are dunking themselves with regularity in the CARI ditching pool but their aquatic antics are all to good purpose. The smokeaters are becoming familiar with their recently acquired $7,000 worth of SCUBA (Self-Contained Underwater Breathing Apparatus) equipment. Acquired primarily to investigate autos which plunge off bridges into lakes, the fireman have indicated their willingness to help out in aircraft accidents in deep water in the Oklahoma City area. Dividend to FAA: CARI movies made of the SCUBA training through lower windows of the pool.

DR. LOWRY NAMED TO HIGH POST IN AVIATION MEDICINE. Dr. Romney H. Lowry, former head of the Boeing Company's bioastronautics organization, has been named Chief of the Research and Education Division of the FAA's Office of Aviation Medicine. Born in Toronto, Canada, Dr. Lowry is a graduate of the Canadian Institute of Engineering Technology, and a veteran pilot and navigator in the Royal Canadian Air Force. He left the RCAF in 1945 to continue his education at the U. of Toronto, receiving a B. A. in 1948 and an M. D. in 1949. In 1953, he received a B. S. in Physiology from the U. of Toronto and in 1957, a Doctor of Public Health in Environmental Medicine from Johns Hopkins University, Baltimore, Md. He is a member of numerous professional societies.

TURBULENCE BEING STUDIED. Flight Standards is examining turbojet operations in conditions of heavy turbulence -- by studying the related aspects of meteorology, radar, aerodynamics, and flight techniques. FS Air Carrier Operations personnel met recently with the chief pilots of the airlines to discuss turbulence problems being experienced by jet aircraft. Specific problems were illustrated by the U. S. Air Force Flying Safety Division from Norton Air Force Base who presented information regarding air force experiences with clear air turbulence.

'FAIL SAFE' FEATURE IN GI INSURANCE. A lapsed life insurance policy is no big thing that can't be corrected by simply bringing it up to date -- provided you don't die in the meantime. If such should happen then all bets are off and your family is even worse off. To guard against lapsed GI Insurance policies, the VA is pushing a plan encouraging its 4.7 million policy holders to leave dividend accruals on the books, rather than collect them in cash, as a credit to meet monthly premiums. Dividends can be withdrawn by the policy holder at any time the need for ready cash is demanded. How-to-do-it: Write to the VA office servicing your policy; make sure to include policy number.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 2-5-64. The best qualified applicant will be selected for these positions regardless of race, color, creed or national origin. Applications received in the Personnel office (AC-14) 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 completed for future requests unless the employee"s supervisor or the Personnel office determins that a new rating is needed. Normally a new form is needed only when the vacancy is in a different line of work, or the qualification requirements are not the same as the position for which previously evaluated, or the existing rating no longer reflects an accurate appraisal of the employee's promotability.

ACPP-1189 has been CANCELED

ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
ACPP-3	Clerk-Typist, GS-322-4	Center-Wide	254
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

NOTE: The above 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. Employees who were eligible on previous rosters (ACPP-3, 8, and 9) need not reapply. All other employees who believe they are eligible or will become eligible within the next 90 days should apply.

Position Location: National Field Headquarters			
FPP-AC-64-1191	Electronic Technician (Gen), GS-856-11	Agency-Wide	295
FPP-AC-64-1192	Electronic Technician (Gen), GS-856-12	AL,PC,NAFEC & AeroCtr	295
ACPP-1193	Supv. Nav-Aids Analyst, GS-301-11	Nat'l Fld & Flt Insp.	**
Position Location: FAA Academy			
FPP-AC-64-1194	Airplane Pilot, GS-1681-13	Agency-Wide	***
FPP-AC-64-1195	Electronic Technician (Gen), GS-856-12 (Applications accepted from GS-11's with less than year in grade)	Agency-Wide	295
Position Location: Aircraft Services Base			
ACPP-1196	Production Controller (Electronics) GS-1152-9	ASB	250
ACPP-1197	Electronic Engineer (Gen) GS-855-11	ASB	292
ACPP-1198	Aircraft Brake Repairer, WB-8260-10	ASB	**
ACPP-1201	Equipment Spec. (Aircraft) GS-1670-11	ASB	171
Position Location: Office of the Manager, Aero Center			
ACPP-1199	Accounting Clerk, GS-501-5	Off. of Mgr	262
Position Location: Control Systems Division, GS-331-5		Center-Wide	165
ACPP-1200	Digital Computer Programmer, GS-331-5	Center-Wide	165

**See on file Room 104, Headquarters Building
*** See on file Room 103, 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 organization.