



# AERO CENTER Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-1 January 2, 1974

## AUTOMATION LEADER

Spencer S. Hunn, Director of Systems Research and Development Service, recently received the agency's Superior Achievement Award for his outstanding leadership in directing the automation and modernization of the nation's air traffic control system. In presenting the award, Administrator Butterfield noted that the ATC automation program has moved rapidly toward completion under Hunn's "outstanding leadership and superior achievements."

An Air Force Brig. General at the time of his retirement, General Hunn headed the National Airspace System Program Office before being appointed director of SRDS. His previous experience included 28 years in the Air Force where he was responsible for the development and implementation of the automated air defense nerve center.

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Affairs Office, AAC-5

## NEW FUEL-SAVING MOVE

### MORE FLIGHT SIMULATOR USE OKED

As part of its continuing fuel-saving campaign, the agency has adopted new regulations permitting the airlines to make more extensive use of aircraft flight simulators to meet pilot training and flight checking requirements. Under the new rules, training and proficiency flying by the airlines could result in a reduction of approximately 9,300 flights a year, for a savings of approximately 50 million gallons of fuel annually. Use of simulators will remain optional, however. In announcing the new policy, Administrator Butterfield said, "Years of experience and evaluation, coupled with the advanced state of simulator technology, have shown that most of the required training and flight checking maneuvers for airline pilots can be accomplished effectively in today's visual simulators." Under the new rules, most of the initial jet flight training will still have to be accomplished in actual flight. For transition (one jet to another) or for upgrade training (co-pilot to captain in the same plane), the new rules would permit simulators for most maneuvers except for normal ILS approaches and landings.

## SAVE GAS AND SAVE MORE GAS

Here are some interesting gasoline and mileage facts and figures compiled not by some impersonal agency but by NAFEC controller James Grambart. By using only moderate economy driving techniques--minimizing acceleration and deceleration--he increased gasoline mileage by 15 percent. He points out that if this economy were realized by all U.S. drivers, close to 10 billion gallons of gas could be saved yearly without rationing and with very little decrease in yearly mileage per automobile.

MORE DAYLIGHT, LESS ENERGY . . . In an energy-saving measure signed by the President, most of the nation will go back to Daylight Savings Time at 2 a.m. on Sunday, Jan 6. Set clocks ahead one hour before going to bed Saturday night. Employees on duty at the time of the changeover will be charged one hour of leave, and when the nation returns to Standard Time in Oct. 1975 employees on duty will receive overtime pay for the extra hour they work. Paragraph 25 of Handbook PT P 3600.3, Workweek and Hours of Duty, gives more information.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO).  
MONTREAL - 2 years: PC-41/73, Technical Officer, COM, P=4 (GS-14/15), Communications Section, Ground Branch, Air Navigation Bureau. Applications due in AIA-29 by Feb. 20, 1974. Additional information about duties, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

SHORT ON PAPER . . . The General Services Administration has requested all Federal agencies to cooperate in reducing paper usage during the current paper shortage. It has been necessary for GSA to seek alternative types and weights of paper products in order to fill basic requirements. DOT has been asked to encourage employees to conserve paper to the maximum extent possible and to institute conservation practices in the generation and distribution of documents, especially where the internal reproduction of copies is involved.

THE ANSWER AGENCY . . . How to buy a buffalo? What office handles Medicare? Where to get a passport? These and many other questions that the Federal government can answer occur to people all the time, but they don't always have an easy time finding the Federal office or agency that has the answer. The General Services Administration runs 36 Federal Information Centers (FIC) across the country which can find the answer or make referrals to just the right Federal office. FAA employees can use these centers for their own personal or job needs and can refer outside callers to the centers. Look in the phone book under "U.S. Government" for the nearest FIC, or write the GSA in Washington for a list of FICs.

BLOOD DRIVE JANUARY 9 . . . The Mobile Unit will be at the Aeronautical Center January 9 from 9:30 a.m. to 12:15 p.m. Technical difficulties during our last drive did not allow us to achieve our quota and usage has been high during November & December. Those who wish to donate should call Mary Chastain at 2701. Order AC 3790.11A applies.

AIR TRAFFIC ACTIVITY UP . . . The air traffic activity report for fiscal year 1973 shows traffic up one percent at airport control towers, four percent at air route traffic control centers and six percent at flight service stations. The total number of operations at the 364 control towers operated by FAA was 53,922,674. This represented a one percent increase over the 53,620,706 recorded in fiscal year 1972. As usual, Chicago's O'Hare International Airport recorded the most total operations with 682,984 takeoffs and landings during the 12 month period ending June 30, 1973. It was followed by Santa Ana, Calif., with 608,361; Van Nuys, Calif., with 578,758; Long Beach, Calif., with 556,679; and Atlanta International with 500,076. The five busiest airports in terms of air carrier operations only were Chicago O'Hare, Atlanta International, Los Angeles International, New York's Kennedy International and San Francisco International. The busiest air route traffic control centers were Cleveland with 1,664,634 aircraft handled; Chicago with 1,603,157; New York with 1,564,570; Atlanta with 1,363,340; and Washington, D.C. with 1,326,632. Other centers handling more than a million aircraft were Indianapolis, Houston, Fort Worth, Jacksonville, Memphis, Los Angeles and Miami. The top ranking flight service stations in terms of flight services provided were Chicago, Miami, Los Angeles, Washington National, San Juan International, Detroit City and Oakland International, each of which provided more than 600,000 flight services.

SOME CAUTIONS ON WHEEL-DEALING . . . FAA travelers on official business are reminded that the use of open market commercial rental vehicles is prohibited unless the following conditions have been met: (1) Government-owned (GSA/FAA) vehicles are not available, (2) Contractual vehicles (Federal Supply Schedule) are not available, (3) Common Carriers are not available or such use is impractical due to the cost or schedule. Detailed guidance is furnished in Agency Order 4670.2. Travelers are also reminded that reduction goals for fuel consumption will require greater use of public transportation even though some inconvenience may result.

AWARD WINNING FILM . . . The FAA movie, "Dusk to Dawn," was voted an Award of Merit in the 1973 film contest of the National Committee on Films for Safety. The film, sponsored by the Flight Standards Service, includes tips to pilots about night flying, such as instrument control, navigation, flight planning, approach path and speed control. In color, the movie traces a flight from St. Louis to Phoenix and uses cockpit and exterior shots as well as animation to present its message about flying under visual flight conditions at night.

FROM YOUR EMPLOYEES ASSOCIATION...The Employees Association Officers for 1974 are:

President	Bob Hayes, AAC-933
First Vice Pres.	Betty Jean Lewis, AAC-911
Second Vice Pres.	Marvin Conway, AAC-828
Third Vice Pres.	Phyllis Reed, AAC-14
Fourth Vice Pres.	Herb Robinson, AAC-845
Secretary	Nora Walkup, AAC-253
Treasurer	Bill Farquhar, AAC-23

The Employees Association Office/Bookstore will be closed January 2, 3, and 4 for year-end inventory.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: January 9, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-1	<u>FAA DEPOT</u> Parts Expediter Leader, WL-6958-7	AAC-430	JE-6958
73-355	<u>FAA ACADEMY</u> *CORRECTION/ELECTRICAL ENGINEERING TECHNICIAN (INSTRUCTION), GS-802-9/11	AAC-941C	802-1
73-365	*Electronics Technician (Instruction), GS-856-11/12	AAC-940	856

\*Applicants selected at the lower level will be eligible for promotion to the higher grade level without further competition; however, they will not be promoted to the higher grade level automatically when qualification requirements are met. Such promotions will depend upon the status of grade average and agency policy at that time. An employee selected for this position must sign an agreement to rotate out of the FAA Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.

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PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Homer Henrioud	Supv. Electronics Tech., GS-856-13	AFS-500	FINFO-73-20
Mary E. Harris	Administrative Officer, GS-341-9	AFS-500	FINFO-73-30
Ernest R. Jarrett	Supv. Elec. Engr. (Inst.), GS-855-13	AAC-942	73-97
Paul Wood, Jr.	Parts Keeper Foreman, WS-6901-5	AAC-430	73-201
W. J. Hoppes	Supv. Gen. Engr., GS-801-14	AAC-440	73-208
William T. Merritt	Elec. Tech. (Inst.), GS-856-11	AAC-940	73-218
Donald D. Lang	Elec. Tech. (Inst.), GS-856-12	AAC-940	73-218
Richard F. Millan	Supv. Trans. Sec. Spec., GS-301-14	TES-15	73-220
Dennis Behrens	Supply Clerk, GS-2005-4	AAC-485	73-227
Cleophas L. Cox	Employee Development Spec., GS-235-13	AAC-500	73-229
Virgil L. Smith	Warehouseman Foreman, WS-6907-3	AAC-430	73-234



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74-2 January 9, 1974

## ALPHANUMERIC DISPLAYS INSTALLED IN CABS

### 3 REGION DEPUTIES

Three Deputy Regional Director appointments have been approved by the Civil Service Commission. James L. Bispo takes the post in the Eastern Region, succeeding Robert H. Stanton who became Regional Director last summer; George R. LaCaille succeeds retired Chester W. Wells in the Central Region; and Albert H. Thurburn succeeds retired Robert V. Reynolds in Southwest Region. Bispo was previously Acting Chief of the Environmental Systems Division in the Airway Facilities Service. Before that he rose from Civil Engineer in 1958 to Area Manager at Wake Island in 1969. LaCaille served previously as Executive Officer in the Northwest Region. He held various flight service station posts in his early FAA career, which began in 1951. Thurburn was Chief of the SW Region Flight Standards Division after completing a tour as the first superintendent of the Management Training School. Earlier, he held a number of training posts.

### ATC TOWER OUTLOOK GETS BRITER

All 56 alphanumeric BRITE displays ordered from UNIVAC on Dec. 2, 1972 have been delivered to FAA. A total of 53 of the displays, designed to be used in conjunction with the Automated Radar Terminal System (ARTS III), have already been installed in towers where ARTS equipment is in use. BRITE equipment makes the alphanumeric information clearly visible in the tower cab under normal daylight lighting conditions. Most other radar displays are easy to read only when the ambient light is subdued. Although 61 ARTS III systems are to be installed in air traffic control towers, only 56 of the BRITE displays were ordered because the BRITE equipment is not scheduled to be installed at military facilities. The three displays not yet installed are scheduled to be put in towers at Raleigh, Buffalo and Oakland.

### DEADSTICK TO SAFETY

Caught on top of an overcast over Pennsylvania at dusk, the pilot called for help. The Dubois, Pa. Flight Service Station alerted the direction-finding network and guided the pilot of the single-engine plane to the Dubois airport, where the plane landed safely, running out of gas just as it touched down. From the early evening skies were heard radio calls from other aircraft which overheard the flight assist: "Congratulations, Dubois"... "That was really good"... "Good job, Dubois." The pilot wrote to the FSS, "I owe a sincere debt of gratitude to the men who assisted me that evening..." Another pilot, lost and almost out of gas, was assisted by the Concord, N.H. FSS, which directed the aircraft to a safe landing after it ran out of gas at 2,200 feet and was glided to earth by the pilot. Two other pilots were assisted to deadstick landings by FAA facilities (Continued on page 2)

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MAINTENANCE SYMPOSIUM A SUCCESS . . . The international aviation community is well advanced in the use of sophisticated aviation maintenance programs--this was the main point brought out in FAA's Ninth Annual International Aviation Maintenance Symposium last month in Washington. A record high 748 people attended the Symposium. The 20 technical papers presented at the conclave indicated that other countries as well as the U.S. are using many space-age tools in their maintenance reliability programs, which depend on close, periodic inspection of aircraft and components. A highlight of the Symposium was the presentation of FAA's Distinguished Service Award to the Snap-On Tool Co. of Kenosha, Wisc. for its continuing support of the agency's annual aviation mechanic safety awards program.

SHORT HAUL AIRCRAFT NOISE NOTICE . . . FAA has issued an advance notice of proposed rule making for developing appropriate noise regulations for potential short haul aircraft such as vertical takeoff and landing (VTOL), short takeoff and landing (STOL) and reduced takeoff and landing (RTOL). The notice proposes a number of specific questions regarding the regulatory approach, compliance times, altitude and power/thrust restrictions, economic incentives for maximum noise reductions, predictability of noise and the definition of short haul aircraft for noise reduction purposes.

MORE ON AIRPORT CERTIFICATION . . . The agency has withdrawn a notice of proposed rule making which would have made "frequency-of-operation" the key factor in determining whether airports serving air carriers on an irregular basis must obtain airport operating certificates. At the same time, the agency extended the deadline for these airports to obtain provisional operating certificates. Both actions affect FAA's certification program for airports serving supplemental air carriers and other CAB-certificated carriers operating charter flights, small aircraft and helicopters. Also included are airports serving as fuel stops for these operators.

CLASSIFICATION STUDY GROUP HEADS SOUTH . . . The FAA-PATCO Classification Factors Study Group is set to begin the second of its two-week fact-finding trips to Air Traffic field facilities. From Jan. 7 to Jan. 18 the group plans to visit the following facilities: Miami Center; and control towers at Miami International; Dade-Collier; West Palm Beach; Tamiami; Fort Lauderdale Executive; and Fort Lauderdale-Hollywood International.

DEADSTICK TO SAFETY (Continued from page 1) . . . in November. In that month 320 flight assists were reported--164 by flight service stations, 108 by towers and 48 by centers. There were a total of 612 people reported on board the aircraft involved. The primary causes for the assists included 175 lost pilots, 36 low on fuel, 58 involved in weather and 78 with some type of equipment malfunction.

NEW RULE PROTECTS ENVIRONMENT . . . The agency has issued a rule implementing certain aircraft engine emission standards which have an effective date of Feb. 1, 1974. These standards, adopted by the Environmental Protection Agency last July, relate to smoke emissions from jet engines and fuel venting from large turbojets. The regulation issued by FAA prohibits fuel venting from all engines over 8,000 pounds thrust and sets smoke limits for JT8D engines. It also sets a precedent for other environmental actions in that it will require foreign operators to retrofit to meet the smoke standards.

SIX MONTHS GRACE FOR ELT INSTALLATION . . . Legislation that would extend the compliance date for the mandatory installation of emergency locator transmitters (ELTs) from Dec. 30, 1973 to June 30, 1974 was passed by Congress and signed by the President last week. FAA is considering corresponding changes to the Federal Aviation Regulations. The ELT is a device designed to send out radio signals automatically after a plane crashes in order to facilitate finding the downed plane.

ENGINE ANALYZERS DELIVERED . . . A total of 23 gasoline analyzers have been delivered to the agency by minority contractor Western Technical Associations of Los Angeles. The portable, compact units will be used to diagnose problems on four, six and eight cylinder gasoline engines. They will be used by FAA primarily in conjunction with electric power generators. The self-contained unit can be used anywhere within a reasonable distance of a 120-volt outlet. Units were shipped to the following central locations for use at FAA facilities in the area: Los Angeles (3); Atlanta (2); Taylor, Mich. (2); FAA Academy (4); Jamaica, N. Y. (2); Fort Worth; Chicago; Salt Lake City; Denver; Cedar City, Utah; East Boston; Washington, D.C.; and Kansas City.

TRANSPONDER TEST REQUIREMENTS MODIFIED . . . The agency has postponed the date for aircraft operators to comply with new test and inspection requirements for air traffic control (ATC) transponders from January 1, 1974 to January 1, 1976 and extended the periodic checks from annually to bi-annually. Postponing the compliance is based on public comments solicited by FAA earlier this year. These comments raised the question of whether the 523 repair stations capable of performing transponder maintenance could handle the intricate test and inspection of the estimated more than 60,000 transponders in civil aircraft. The compliance date, therefore, was extended to avoid overloading repair facilities and to assure an orderly schedule for the required work. The two-year interval between transponder tests and inspections will allow complete check-out of the automatic altitude reporting feature (Mode C) of the transponder during altimeter checks which already are required every two years under another rule.

ST. LOUIS MAKING HISTORY . . . The St. Louis Flight Standards District Office wants to compile a history of the facility and is seeking recollections, photos, and other data from past employees of the facility. The FSDO is particularly interested in receiving photos of past facility chiefs and rosters of past employees. Anyone who ever worked at the site, which began as a GADO and became an ACDO before changing to a FSDO, may write to W. R. Ost, Chief, St. Louis FAA FSDO, 9275 Genaire Drive, St. Louis, Mo. 63134, or call (314) 256-0349.

LEAVE LAW CHANGES . . . The Intercom article in the December 27, 1973, issue concerning modification of the annual leave "use or lose" principle contained the statement, "However, employees cannot simply decide to use leave in order to accumulate it". Unfortunately, the word "not" was left out immediately after the word "decide". Other items of interest with respect to the recent leave changes which are effective on and after December 14, 1973, are: (1) An employee can be paid at retirement for legally accumulated leave plus leave earned in the year of retirement, even if the total exceeds the normal 30 or 45 day limit; and (2) An employee may take annual leave during the first 90 days on the job if his job appointment is for 90 days or longer.

FAA WORLD MAGAZINE . . . Aeronautical Center employees who are not receiving their copy of FAA World should submit a corrected copy of FAA Form 968, Employee Locator and Emergency Notice, in accordance with AC 1770.8C, Appendix 1.

FLIGHT INSTRUCTOR REFRESHER. . . A Flight Instructor Refresher Course will be conducted at the Aeronautical Center February 19, 20, and 21, 1974. This course will consist of 24 hours of lecture-discussion, classroom study and review, covering four major areas of general aviation interest.

Those completing the entire course will be eligible to renew their flight instructor certificate in accordance with revised FAR Part 61. FAA personnel desiring to attend and participate in the program should contact Chief, Flight Instructor Refresher Unit, ext 4308, before February 15, 1974.

FROM YOUR EMPLOYEES ASSOCIATION. . . \$2.00 & \$3.00 Hockey tickets - OKC Blazers vs. Omaha -Jan. 11. Gaslight Dinner Theatre Tickets \$6.70 "Tea House of the August Moon" Jan. 10. Basketball Tickets OCU vs. Hawaii \$1.00 Jan. 12. Free Tickets for a reduced-rate ticket at the Okla. Garden & Home Show Jan. 16-20. 1974 Magic Kingdom Club Cards are available. 1974 Hunting and Fishing Licenses are now on sale.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
73-343	Manufacturing Specialist, GS-1825-12	AAC-210	1825
<u>AIRCRAFT SERVICES BASE</u>			
73-351	Supervisory General Engineer, GS-801-15	AAC-840	801
<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>			
73-344	Electronics Engineer, GS-855-13	AAC-1020	800
73-345	Electronics Engineer, GS-855-13	AAC-1010	800

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Carolyn Hudson	Clerk-Typist, GS-322-3	AAC-930	73-249
Theresa Clayton	Clerk-Typist, GS-322-4	AAC-140	73-250
Ruby J. Judge	Clerk-Steno, GS-312-4	AAC-4	73-251
Anna Morgan	Clerk-Steno, GS-312-4	AAC-43C	73-251
Jo Ann Evanoff	Secretary, GS-318-4	AAC-944	73-252
Mahanna Selling	Secretary, GS-318-4	AAC-943	73-252
Bennie W. Ridgeway	Supv. Contract Spec., GS-1102-14	AAC-700	73-253
Donald L. Templeman	Quality Assurance Spec., GS-1910-11	AAC-450	73-261
James M. Dermody	Supt. Mgmt. Training School, GS-301-15	AAC-500	73-265
Earline P. Sharp	Accounting Technician, GS-525-6	AAC-22	73-274
Barbara J. Hill	Accounting Technician, GS-525-6	AAC-22	73-274
Albert D. Rockwell	Supply Clerk, GS-2005-5	AAC-430	73-276
Billy J. Stephens	Supply Clerk, GS-2005-5	AAC-430	73-276
Bobby J. Hughes	Painter Helper, WG-4102-5	AAC-830	73-281
Albert J. Mallory	Production Controller, GS-1152-9	AAC-850	73-283
G. Pruitt Lewis	Education Specialist, GS-1710-7	AAC-930	73-285
Darrell L. Brooks	Supply Technician, GS-2005-6	TES-15	73-304
Sherry Scott	Procurement Clerk (Typing), GS-1106-4	AAC-700	73-305
Billy R. McCannon	Electronics Tech., GS-856-9	AAC-830	73-307
Calvin E. Heath	Mail Clerk, GS-305-4	AAC-45	73-319
Raymond J. Adkins	Mail Clerk, GS-305-4	AAC-45	73-319



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
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74-3 Jan. 16, 1974

## TOP SUGGESTOR NAMED

FAA's top award for employee suggestions has gone to George Oltion of the Wyoming Airway Facilities Sector. The electronic technician won \$2355 for his suggestion of a successful modification that eliminated false DME (distance measuring equipment) signals at the Crazy Woman TACAN. First runner-up for the Suggestor of the Year Honor Award is Jitsuo Sumida of the Diamond Head AF Sector, Honolulu, who won \$1125. Second runner-up is ET Robert Bolden of the AF Sector at Cleveland Hopkins Airport who was awarded \$1,000. Administrator Butterfield will present a plaque to Oltion and his family at a ceremony in Washington on Jan. 24. (The Aeronautical Center's candidate for this award was Jimmy L. McCloskey, Electronic Technician in ASB, who was granted a cash award of \$495 for his suggestion.)

## WOMEN NAMED FOR FIRST TIME

### YEAR'S TOP FLIGHT SAVES CITED

Six air traffic control specialists have been honored by FAA for outstanding life-saving assistance to pilots in trouble during the past year. Included are the first women to be honored in the five-year history of the program. The specialists and their duty stations are: L. Jo King, Cordova, Alas. Flight Service Station; Calvin D. Losey and Freddie R. Laird, Shreveport, La. Regional Airport Tower; Melnee L. Grant, Andrews AFB Tower; and Robert L. Little, Jr. and Ramon C. Olivas, both of Washington National Airport Tower. Mrs. King assisted a panicky pilot who was caught in a snowstorm "whiteout" and was apparently in a high speed spiral. She jolted him to attention with an "expletive" and directed him to a safe landing after the aircraft landing gear actually brushed the ground in the pull-up from the dive. Laird and Losey combined to help a passenger land an airplane after the pilot blacked out only 1700 ft... (Continued on page 2)...

### A DREAM COMES TRUE

The first commercial flight touched down at the huge, new Dallas-Fort Worth Regional Airport at 12:07 a.m. January 13, three days after the dedication of the FAA control tower. Top FAA officials attended the tower dedication on Jan. 10, including Administrator Butterfield, and the Directors of the Air Traffic Service and the Airway Facilities Service, Ray Belanger and Jeff Cochran. Also attending was former.. (Continued on page 2)...

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TOP FLIGHT ASSIST AWARDS (Continued from page 1) . . . above the ground.

Another aircraft piloted by an FAAer helped lead the plane to the airport. Controllers Little and Olivas directed the pilot of an aircraft low on fuel with a malfunctioning directional gyro to a ground-controlled approach at Andrews AFB. There, Ms. Grant directed the pilot to a safe touchdown after deciding to maintain control for continuity at the point where the final controller normally would have taken over.

A DREAM COMES TRUE (Continued from page 1) . . . FAA Administrator William F. McKee. At the moment DFW opened for business, nearby Greater Southwest International Airport closed down forever. Approach controllers will remain on duty at Greater Southwest a few weeks more before moving to the ARTS III-equipped DFW radar room. Controllers are already on duty in the DFW tower cab. The tower chief is Arthur W. Koon.

A GALLON SAVED IS A GALLON EARNED . . . An order outlining fuel-saving flow control procedures to be put into effect when normal movement of aircraft is disrupted in the Chicago area should be effective February 1. A new concept outlined by the order envisages a reduction in engine running time when significant delays are anticipated at designated high-activity airports. Presently, Chicago O'Hare is the only designated airport; others may be added at a later time. Generally, planes will be held at point-of-departure airports to reduce airborne delays. Also, locally devised gate hold procedures will delay engine starting until shortly before the aircraft can be cleared to taxi.

A THANK YOU NOTE . . . Administrator Butterfield extends a very special thanks to the many people in the FAA who have expressed condolences and contributed so generously to the California Institute for Cancer Research in memory of his brother, Charles, who passed away on December 14. He said, "My family and I are most appreciative of your thoughtfulness, and grateful, too, for your support of cancer research."

SEPARATION OVER THE PACIFIC . . . FAA has begun a six-month study of lateral separation standards on air routes between the U. S. mainland and Hawaii to determine whether separation distances can be safely reduced from the present 100 nautical mile standard. Significant fuel savings would be one benefit of reduced separation. Flight paths will be monitored by seven FAA radar installations--two in Hawaii, four in California, and one in the middle of the ocean aboard a Coast Guard vessel. Radar data will be compared with navigation data provided by aircrews on a special FAA form. The separation technique involves concurrent lateral and vertical separation.

BE ON THE LOOKOUT . . . All pedestrians at the Center are urged to use marked crosswalks, especially during the dark morning hours. Also, all drivers must be on the lookout for pedestrians and be ready to stop for those who may be in crosswalk areas. With the low visibility during the early morning hours, extra care and caution is a must on the part of drivers and pedestrians alike. Don't start your day with an accident!!

PHOTO DIGITIZING DEMONSTRATION . . . Photo Digitizing Systems, Inc., of Burbank, California, will present a demonstration of their PDS Model 200 Photo Digitizing System adjacent to the C.A.M.I. Building on Thursday, January 17, 1974, between the hours of 10 a.m. and 2 p.m. The demonstration will be of interest to engineering personnel involved in the retrieval of data from optically direct or indirect mediums such as films, charts, microscopes, CRTs, and image intensifiers. All interested personnel are invited to attend.

FROM YOUR EMPLOYEES ASSOCIATION . . . Hockey tickets - OKC Blazers vs. Tulsa - Jan. 18, Ft. Worth - Jan. 20. Gaslight Dinner Theatre tickets - Feb. 21. 1974 Magic Kingdom Club Cards for Disneyland/Disneyworld are available. Free coupons allowing \$1.00 savings on tickets purchased for the evening performances of Feb. 2 and Feb. 3 of Disney on Parade. OCU Basketball tickets Univ. of Tex. at Arlington, Jan. 23 - Georgia State. Jan. 24.

COMMUNICATIONS NETWORK TO BE MODERNIZED . . . The first step to modernize the agency's far-flung telecommunications network for the exchange of aeronautical and flight plan information was taken recently with a contract amendment of \$301,000 to Telcom Corp. for a detailed system design. The contract calls for hardware and software designs for modernizing and integrating the domestic Service B and Pacific AFTN networks (Aeronautical Fixed Telecommunication Network). The ultimate system serving communication needs through the 1980s would be called the National Airspace Data Interchange Network (NADIN).

FIRE STANDARDS INVESTIGATED . . . The potential hazard of lavatory fires aboard transport aircraft was discussed by Flight Standards officials from the Western and Northwest Regions and Headquarters in a meeting in Seattle recently. The officials also met with members of the Boeing Co. and inspected some of their aircraft at manufacturing plants in Washington to gather information regarding improved standards. Airplanes made by other companies could also be affected by revised standards. In another action, FAA will investigate the need for new flammability standards for airline cabin attendant uniforms. This study grows out of a recent meeting with the Air Line Pilots Association, which presented results of fire tests to FAA.

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	<u>FAA ACADEMY</u>		
AAC-74-4	Training Instructor, GS-1712-11	AAC-931C	1712
	<u>MANAGEMENT TRAINING SCHOOL (Lawton, Oklahoma)</u>		
AAC-74-5	Administrative Officer, GS-341-7	AAC-500	341

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Walden A. Brummel	Supv. Elec. Tech., GS-856-13	AFS-500	FINFO-73-18
Kenneth L. Rogers	Supv. Elec. Tech., GS-856-13	AFS-500	FINFO-73-19
Ervin B. Tucker	Aircraft & Avionics Maintenance Officer, GS-301-14	AFS-500	FINFO-73-22
George M. Kari	Supv. Airspace System Inspection Pilot, GS-2181-14	AFS-500	FINFO-73-23
Francis H. Leik	Supv. Airspace System Inspection Pilot, GS-2181-14	AFS-500	FINFO-73-25
Frances L. Hampton	Administrative Officer, GS-341-9	AFS-500	FINFO-73-27
Mary A. Sullivan	Administrative Officer, GS-341-9	AFS-500	FINFO-73-28
Leo D. Fantin	Airspace System Inspection Pilot, GS-2181-13	AFS-500	FINFO-73-39
Donna S. Guest	Aviation Procedures Clerk (Steno), GS-301-5	AFS-500	FINFO-73-41
Boyd E. Griffin	Air Traffic Control Spec., GS-2152-13	AAC-930	73-53
Merle D. Freeman	Electronics Tech. (Instruction), GS-856-12	AAC-940	73-59
Thurdell Wickliff	Supv. Elec. Tech. (Inst.), GS-856-12	AAC-940	73-117
Ted Wernick	Supv. Elec. Tech., GS-856-14	AAC-830	73-198
William H. Brodie	Electrical Engr. Tech. (Inst.), GS-802-11	AAC-940	73-204
Fred M. Horvatin	Electrical Engr. Tech. (Inst.), GS-802-11	AAC-940	73-204
Walter R. O'Conner	Trans. Security Spec., GS-301-13	TES-15	73-221
Wayne T. Kinchen	Supv. ATC Spec. (Inst.), GS-2152-12	AAC-933	73-248

PROMOTION PLAN SELECTION LIST (continued)

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Mary F. Hardaway	Clerk-Typist, GS-322-3	AAC-931	73-249
Judy Hoffman	Clerk-Typist, GS-322-4	AAC-53	73-250
Flo Howard	Secretary, GS-318-4	AAC-820	73-252
John E. Cargill	Supv. Electronics Technician, GS-856-11	AAC-440	73-262
Seth O. Berry	Aircraft Mechanic Foreman, WS-8852-11	AAC-830	73-264
Alfred M. Luster	Peripheral Equipment Operator, GS-332-4	AAC-340	73-260
William G. Schmeltz	General Aviation Operations Specialist, GS-1825-13	AAC-950	73-273
Hank Henderson	Electronics Mechanic, WG-2614-11	AAC-440	73-277
Darryl Welch	Electronics Mechanic, WG-2614-11	AAC-440	73-277
Charles E. Clampitt	Parts Expediter Foreman, WS-6958-5	AAC-430	73-294
Carl Downs	Warehouseman Foreman, WS-6907-5	AAC-430	73-295
Cleo E. Sanders	Warehouseman Foreman, WS-6907-5	AAC-430	73-295
Karl G. Armstrong	Supv. Inventory Management Specialist, GS-2010-11	AAC-480	73-296
Clarence Bailey	Computer Operator, GS-332-5	AAC-340	73-302
Peggy McKenzie	Computer Operator, GS-332-5	AAC-340	73-302
Glen L. Branson	Sheet Metal Mechanic, WG-3806-10	AAC-440	73-303
Joseph A. Thompson	Supv. Procurement Agent, GS-1102-11	AAC-700	73-309
Jim D. Womack	Position Classification Spec., GS-221-12	AAC-15	73-311
Thaymer Koch	Editorial Assistant (Steno), GS-1087-5	AAC-230	73-315
Robert T. Grigsby	Materials & Equipment Inspector & Processor, WG-6901-8	AAC-430	73-317
Ralph A. Langwell	Sheet Metal Mechanic Foreman, WS-3806-11	AAC-830	73-318
Andrew Burris	Computer Operator, GS-332-7	AAC-340	73-320
Roma James	Computer Operator, GS-332-9	AAC-340	73-321
Vern Shepperd	Computer Operator, GS-332-9	AAC-340	73-321
Danny Russell	Computer Operator, GS-332-9	AAC-340	73-321
Billy Huddleston	Computer Operator, GS-332-9	AAC-340	73-321
Robert J. Wehba	Parts Expediter, WG-6958-7	AAC-430	73-322
Foy G. Boyd	Parts Expediter, WG-6958-7	AAC-430	73-322
Jane Cunningham	Training Technician, GS-1702-5	AAC-944	73-324
Ruth McCabe	Training Technician, GS-1702-5	AAC-942	73-342
Charles E. Carter	Electronics Engineer, GS-855-12	AAC-840	73-329
Gordon L. Richard	Electronics Engineer, GS-855-12	AAC-840	73-329
William Franklin	Personnel Staffing Specialist, GS-212-9	AAC-14	73-330
Royce Chesher	Air Conditioning & Heating Equipment Operator, WG-5401-7	AAC-55	73-331
Melvin Gaines	Air Conditioning & Heating Equipment Operator, WG-5401-7	AAC-55	73-331
Elmer Stephens	Air Conditioning & Heating Equipment Operator, WG-5401-7	AAC-55	73-331
Arvel Hopkins	Education Specialist, GS-1710-12	AAC-920	73-350
Norris Sharp	Education Specialist, GS-1710-12	AAC-920	73-350



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-4

Jan. 23, 1974

## N.Y. GROUP TOLD OF FUEL ACTIONS

FAA played a key role in advising the Federal Energy Office what fuel cutbacks aviation could absorb, Administrator Butterfield said in remarks prepared for the Wings Club of New York last week. "The final fuel allocations are significantly larger than those proposed in almost every case," he said. "The fuel allocation regulations... admirably reflect the successful joint efforts of the FAA and the aviation industry in achieving some measure of equity."

## SPANISH RAINCHECK

The first Spanish language "Operation Raincheck," the air traffic control familiarization program for pilots, began recently in the Balboa Center/RAPCON in the Panama Canal Zone. Private, commercial and airline pilots from the Canal Zone and Panama were enthusiastic about the classes, which were conducted in Spanish with the help of Librado Silva, a Spanish-speaking controller at the facility.

## ANCHORAGE GETS FIRST SYSTEM

### ARTS GOES TO ENROUTE CENTERS

A new use has been found for ARTS III alphanumeric-generating equipment. A system is being installed in the Anchorage ARTCC, and more are scheduled for use in other centers. The Anchorage system is scheduled for commissioning in September. It is being installed in Anchorage in conjunction with the closing of the Fairbanks ARTCC and will be used to process radar data sent over telephone lines from the Murphy Dome long range radar site. These radar signals formerly were sent to the Fairbanks Center. When the hook-up is completed, air traffic in the Fairbanks area will be controlled from the Anchorage facility. These are the first ARTS III components to be installed in an enroute center. Previously these systems have been used operationally only in airport towers. Similar systems are scheduled to be installed in the Honolulu and San Juan air route traffic control centers in early 1976.

## HOWLAND DEFENDS CONTROLLERS

New England Regional Director Ferris J. Howland has defended FAA air traffic controllers and the agency's air traffic system against charges of responsibility for the Delta Airlines DC-9 crash that killed 89 at Boston last July 31. Speaking last week after Delta charged controllers with responsibility for the accident, Howland said, "Any public allegation as to cause, including Delta's, is without substantiation at this time. I am confident that the National Transportation Safety Board's report will not find FAA, its air traffic system or navigational aids as the cause of this accident."

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Published by the Public Affairs Office, AAC-5

BEACON SITE TESTER ORDERED . . . The agency has signed a contract with Astro Research Corp. of Santa Barbara, Calif. for two mobile, collapsible towers to be used for beacon radar site selection and testing. Here's how the program will work. The collapsible towers, along with generating systems, will be mounted on low-boy trailers which can be hauled over any interstate highway. When taken to a radar beacon site to be tested, the tower, topped by a government supplied antenna, will be erected. (If put up to its full 100 feet, this will take about three hours.) Then the site will be tested to assure optimum performance. The two towers, generating systems and pedestals for the rotating antennae are scheduled to be delivered to NAFEC in July of this year.

SAFE ALTITUDE ALERTING SYSTEM . . . A safe altitude warning system using ARTS III equipment was demonstrated at NAFEC recently using agency aircraft in a series of test approaches to the landing field. UNIVAC, the agency's supplier of ARTS equipment, briefed FAA officials on the system, which uses ARTS equipment to compare an aircraft's known altitude with its predicted altitude. If the aircraft descends below its proper altitude or flies wide of its approach path, an alerting signal flashes on the ARTS radar scope, telling the controller of the potential hazard. Agency officials expect further development of the system will be required before implementation.

AIR NAVIGATION BRIEFING SET . . . FAA will brief U.S. manufacturers and consultants on the requirements to implement the ICAO (International Civil Aviation Organization) air navigation plans for three areas--African-Indian Ocean, Southeast Asia and the Pacific. The briefing will be held Jan 23 at FAA Headquarters. Administrator Butterfield commented, "The promotion of our aerospace products and systems in foreign markets is one of this Administration's top priorities." and added that regional ICAO air navigation plans offer a tremendous marketing opportunity for American business. The briefing, second in a series, will cover various types of nav aids, communications, and air traffic control equipment, airport requirements, flight inspection aircraft and other equipment.

PILOT NOSE COUNT . . . FAA's recently released U.S. Civil Airmen Statistics for 1972 shows a total of 750,869 active pilots in the nation at the close of that year. This was a one percent increase from 1971. Private pilots totaled 321,413; commercial pilots 196,228; and airline transport-rated pilots 35,949. The remainder included helicopter, glider, student and other types of pilots. The total pilot count is forecast to top one million in 1979. Non-pilot airmen totaled 319,177, including dispatchers, mechanics, controllers, parachute riggers, flight engineers, and navigators, and ground instructors. The report may be obtained by writing to FAA's Office of Management Systems, AMS-220.

REGISTER TRANSFER MODULES . . . Digital Equipment Corp. of Tulsa, Okla. will give a seminar at the CAMI Bldg., Room 254, from 9:30 a.m. to Noon, January 29, 1974. The seminar will be on Register Transfer Modules (RTM) and Mr. Dan Lewis from their Chicago office will be the primary speaker. He will cover the design of digital systems using RTM's. All interested employees are invited to attend.

ENERGY SAVINGS . . . Electricity and natural gas consumption reductions thus far in FY-74: Electricity - 5,905,132 KWH; Natural Gas - 59,868,000 Cubic Feet. This represents a reduction of approximately 18% for Electrical Energy and 23% for Natural Gas. In terms of natural gas the above reductions, plus those for the last Quarter of FY-73 represent a supply adequate to serve 1,300 homes for one year. Additional general area light level adjustments are to be started soon. Maximum level will be 70 f.c. in place of 100 f.c. This will affect the newer buildings primarily since older facilities are well under 70 f.c. Light levels will be measured at each work station; therefore, lighting will not be uniform throughout an area.

WALLER TO SAUDI ARABIA. . . George Waller, Chief of the AC Appraisal Staff, leaves in February for a new foreign assignment. Waller will be Civil Aviation Adviser and Chief of the ICAO Technical Assistance Mission in Jeddah, Saudi Arabia. The Saudi Arabian government is building a new 200 million dollar airport at Jeddah, as well as modernizing the airports, airways, and ATS systems. Waller's foreign tour will run at least a year.

MTS GRADUATES . . . Elizabeth V. Dunkel takes an interesting look at "What are the airlines doing about women in management?" in her article in the December 1973 issue of Air Transport World. "Public Personnel Management, the journal of the International Personnel Management Association publishes a paper by Dr. Yoram Zira discussing the question "Is External Management Training Effective for Organizational Change?" in the November/December 1973 issue. Dr. Zira's discussion suggests that the careful identification of goals for management training is essential in deciding whether internal or external training sources are most likely to be effective." In the same November/December 1973 issue of Public Personnel Management, Thomas H. Stone reports his findings after "An Examination of Six Prevalent Assumptions Concerning Performance Appraisal." His findings may shake some of your own assumptions a bit.

REAL BARGAIN AVAILABLE . . . for only \$1.00 the Aeronautical Center Employees Association membership card offers discount buying privileges (merchandise and tickets), social advantages (picnics and dances), baseball teams, softball teams, bowling leagues, golf tournaments (playing or spectating) and many other benefits, including numerous drawings for prizes. 1974 memberships went on sale a week ago, and to be eligible for the first prize drawing, get your 1974 membership before March 15.

EQUILIZATION ALLOWANCE . . . Under executive order, any person who accepts a position with an international organization (ICAO or other) is entitled to consideration for equilization allowances. Upon reemployment in the agency, you may be entitled to a lump-sum payment if the pay and allowances you received from the organization were less than you would have received had you been detailed from the agency position you held at the time of your transfer. In addition to your gross salary allowances compared are living quarters, post allowance and post differential you would have received from the agency, and post adjustment, and dependents and repatriation grants from the international organization.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTET EMPLOYEES ONLY

Closing Date: January 30, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
74-6	Librarian, GS-1410-11	AAC-44D	1410
	<u>FAA DEPOT</u>		
74-7	Warehouseman, WG-6907-6	AAC-430	JE-6907
74-8	Supply Systems Analyst, GS-2003-13	AAC-410	2000
	<u>AIRCRAFT SERVICES BASE</u>		
74-9	Sheet Metal Mechanic (Aircraft) Leader, WL-3806-11	AAC-800	JE-3806

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
John Rutter	Supv. Aircraft Maintenance Spec., GS-301-14	AAC-800	73-291
Donald P. Botchlet	Electronics Technician, GS-856-7	AAC-830	73-306
James W. Strahan	Electronics Technician, GS-856-7	AAC-830	73-306
Geraldine D. Smith	Freight Rate Assistant, GS-2131-5	AAC-430	73-340
Norma C. Morris	Aviation Procedures Clerk, GS-301-5	AFS-500	FINFO-74-1



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-5 Jan. 30, 1974

## SAFETY BOARD REPORT

### PACIFIC DEPUTY

Joseph B. Nestor has been appointed Deputy Director of the Pacific-Asia Region. He steps up to the job from the position of Executive Officer of the region. Before being appointed Executive Officer, Nestor was chief of the Pacific-Asia Personnel and Training Division. An Air Force veteran, he was awarded the FAA Certificate of Achievement in 1969.

### DOT LEGAL CHIEF

Rodney E. Eyster was recently sworn in as General Counsel of the Department of Transportation. Previously, he was a partner in a Chicago law firm. After graduating from the U.S. Naval Academy in 1946, he served as a Naval Officer until 1954. He was graduated from Yale Law School in 1957.

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## AVIATION ACCIDENT PICTURE MIXED



There was good news and bad news in the preliminary 1973 accident statistics released last week by the National Transportation Safety Board. Total accidents were down for both air carriers and general aviation but fatal accidents were up in both categories. The airlines had 40 total accidents last year—the lowest figure in 24 years and 10 less than in 1972. But fatal accidents were up from eight to nine and fatalities climbed from 190 to 227. General aviation had 4,180 total accidents last year, the lowest number in 17 years. 701 were fatal. This compares with 4,228 total accidents and 683 fatal accidents in 1972. The number of general aviation fatalities, however, dropped from 1,400 to 1,340.

## NAFEC FUTURE RESTUDIED

Administrator Butterfield announced last week that he has directed the FAA study team examining operations at NAFEC "to go back and take another hard look at all facets of the study—to reconsider all the issues involved." The study was made as part of an overall agency effort to reduce costs and improve efficiency. It included options ranging from modernizing NAFEC to relocating its functions elsewhere. Butterfield asked for the restudy after discussions with the New Jersey Governor, Atlantic City Mayor, the Congressional delegation and other officials concerned about the future of NAFEC.

STUDY TEAM HITS THE ROAD AGAIN . . . The FAA/PATCO Classification Factors Study Group is set to begin two weeks of intensive factfinding at Air Traffic facilities in southern California. The group will be visiting the following facilities from Feb. 4 to 15: Los Angeles Center; Los Angeles tower/TRACON; Long Beach tower; Torrance tower; Burbank tower; March RAPCON; and Orange Co. tower.

HOT AIR SEMINAR . . . FAA took no chances on losing valuable Flight Standards personnel during a three-day seminar on hot air ballooning in Santa Ana, Calif., earlier this month. The balloons were flown on tethers inside a huge quarter-mile long airship hangar as an introduction to subsequent free flight outdoors. Thirty-six Flight Standards inspectors, specialists and engineers from seven regions and the Aero Center gathered at Santa Ana to bone up on all aspects of the rapidly growing sport to get needed information for certificating balloon builders, repair stations and aeronauts. Juan Croft of the Flight Standards Service called it the "most exhilarating and exhausting three days I've known."

MAINTAINING MAINTENANCE CURRENCY . . . Refresher clinics to bring aviation mechanics up to date on changes in technology and FAA regulations will begin on a trial basis this year under the sponsorship of FAA and the Aircraft Owners and Pilots Association. The first clinic is scheduled for Feb. 13 and 14 in Columbus, Ohio. Several clinics have been held by the agency in the past, but this is the first such national program. Agency officials will provide briefings on the Federal Aviation Regulations with emphasis on making understandable, interesting and even humorous presentations. Industry representatives will review new developments in aircraft and maintenance technology.

AIR SECURITY AND FOREIGN AIRLINES . . . The agency last week issued a Notice of Proposed Rulemaking which would make foreign air carriers operating in the U.S. subject to the same passenger and baggage screening requirements already applicable to U.S. airlines. Announcing the NPRM, Secretary Brinegar urged foreign airlines to comply voluntarily pending final action on the rule. He added that advice based on experience gained in this country will be provided by the U.S. to foreign nations working to improve their air security programs. Thirty days will be allowed for comment on the NPRM after its publication in the Federal Register. The rule may become effective in another 30 days after a review of the comments.

ONCE UPON A POOL . . . About the only negative thing that can be said about carpools (and not felt by everyone) is the loss of privacy. On the positive side, they cut auto congestion, reduce air pollution, save gas and can get preferential treatment in tolls, parking and highway use. If joining or forming a carpool, check your auto insurance to make sure passengers are covered. In most cases they will be, unless the driver charges a flat fee and is judged to be operating a "public livery conveyance." More good news: the Federal Highway Administration of DOT runs a carpool matching service available to anyone. FAA offices or combined groups of FAA offices and other organizations can use it. Write for the "Carpool Matching Guide" from the Federal Highway Administration, Dept of Transportation, Washington, D.C. 20590.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight Dinner Theatre tickets - \$6.70 ea. - Feb 21 - "No Sex, Please, We're British". Basketball ticket - \$1.00 ea. - OCU vs. Okla. Christian College - Feb 4. Coupons for discount tickets to the Boat, Sport, & Travel Show. Coupons for discount tickets for Sat. & Sun. evening performance of Disney on Parade Feb. 2, 3. Magic Kingdom Club Cards for discount tickets for Disneyland/Disneyworld. Post your want ad on the bulletin board at the Employees Association Office/Bookstore, Hq, Room 141.

CONFUSION AVOIDANCE . . . "Flight Check November 27 requesting low approach to runway 9"--that's the way most flight inspection aircraft now identify themselves, following an agreement between the Air Traffic and Flight Standards Services. The words "Flight Check" will provide immediate identification to controllers, avoiding any misunderstanding or delay in communications between flight inspection aircraft and controllers, particularly on flights near airports. Before the agreement, agency aircraft used their "N number" only.

TEST FACILITY MOVES TO NAFEC . . . ARTS III equipment used for development purposes by UNIVAC at the Minneapolis Test Bed has been shipped to NAFEC. It will be incorporated in the new Terminal Automation Test Facility which is being built in the old Atlantic City Airport terminal building. Also to be installed in the new facility will be an ARTS II test bed which is already at NAFEC. The facility will be used to test all future terminal developments such as metering and spacing programs, multi-processing of data and conflict detection and terrain avoidance. The terminal building currently is being reconfigured to make room for equipment and display labs as well as offices. Work is expected to be completed and the ARTS equipment installed by the middle of next month.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization. MONTREAL - 2 years: PC=42/73 Audio-Visual Aids Officer, P-4 (GS-13/14), Audio-Visual Aids Unit, Personnel Licensing and Training Practices Section, Flight Branch, Air Navigation Bureau. Applications due in AIA-29 by March 8, 1974. Additional information about duties, salary, qualifications and benefits is available from Manpower offices. FAA employees accepting ICAO assignments are entitled to restoration rights.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: February 6, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
74-11	Payroll Clerk, GS-544-5	AAC-24	500
	<u>BUDGET DIVISION</u>		
73-335	CANCELLED/BUDGET ANALYST, GS-560-11 Due to ceiling restrictions	AAC-30	
	<u>PLANT ENGINEERING DIVISION</u>		
74-12	Electrician Helper, WG-2805-5	AAC-55B	JE-0001
	<u>FAA DEPOT</u>		
74-13	Secretary (Steno), GS-318-5	AAC-480	318
74-14	Painter Helper, WG-4102-5 This position has promotion potential to the WG-9 level.	AAC-440	JE-4102
	<u>FAA ACADEMY</u>		
74-15	Education Specialist, GS-1710-5 This position has promotion potential to the GS-12 level. Please read qualification standards before bidding since it does have positive education requirements.	AAC-922	1710
74-16	Supervisory Clerk, GS-301-6	AAC-911A	300
74-17	Training Instructor, GS-1712-9 This position has promotion potential to the GS-11 level.	AAC-931C	1712
	<u>TRANSPORTATION SAFETY INSTITUTE</u>		
TSI-74-3	Secretary (Steno), GS-318-7 The area of consideration is extended to include the Aeronautical Center and FINFO (local commuting area). Requires one year at the GS-6 level.	TES-15	318

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PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Joanne T. Ballou	Secretary (Typing), GS-318-4	AAC-830	73-310
Arthur B. Eades	Air Conditioning & Heating Equip. Mechanic, WG-5301-10	AAC-55	73-352
James F. Pannell	Air Conditioning & Heating Equip. Mechanic, WG-5301-10	AAC-55	73-352



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-6 Feb. 6, 1974

\$131.3 MILLION INCREASE ASKED OVER 1974

## FY '75 BUDGET SENT TO CONGRESS

FAA is requesting \$1.755 billion for its fiscal year 1975 budget, some \$131.3 million more than the FY 1974 budget. The budget request sent to Congress this week also provides for 56,894 full-time permanent positions, 408 more than in 1974. The additional positions were associated primarily with newly commissioned air traffic control and navigation facilities. The request did not reflect the full impact of the fuel shortage which is still unpredictable, but necessary budget adjustments may be proposed when the picture becomes clearer. The Operations appropriation request totaled \$1.385 billion, \$102.9 million over 1974, and the Facilities and Equipment request was \$250 million, the same as in 1974. An \$8 million increase to \$70 million was asked for Research, Engineering and Development. Airport Development Aid Program grants will be obligated to the full statutory limit of \$310 million; in addition, FAA is asking for \$280 million in cash to make grant payments during FY 1975.

PAPER BLIZZARD TURNS TO FLURRIES . . . Paper is in short supply. The Government Printing Office foresees "no appreciable relief in the near or distant future" and has asked all Federal agencies to do everything possible to conserve paper. FAA's Office of Management Systems has these suggestions: Use both side of a sheet when drafting letters or other written material; use copying machines which reduce original size to duplicate related material side by side, such as incoming and outgoing correspondence or purchase orders and invoices. Regions, centers and other agency organizations are urged to demonstrate to employees and supervisors how reducing copiers can be used to save paper.

## MTS CHIEF NAMED

James M. Dermody has been named superintendent of the Management Training School in Lawton, Okla. He was previously special assistant to the Alaskan Regional Director. An Air Force air traffic controller in 1951-55, he joined FAA as a controller at Washington National Airport in 1962. He moved to the Office of Labor Relations in 1965 and attended the Industrial College of the Armed Forces in 1972 under FAA sponsorship. He was then assigned to his Alaska post.

## FAAER MAKES GRADE

Among 25 Federal employees picked last month to participate in the first year of the Federal Executive Development Program is Paul F. Castellon of FAA's Systems Research and Development Service. Sponsored by the Office of Management and Budget, the program begins in March at the Federal Executive Institute in Charlottesville, Va. and will be followed by a year of special work assignments for each participant.

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CONCORDE TO VISIT ALASKA . . . The supersonic Concorde airliner is scheduled to make a second visit to the U.S. in February for cold weather tests in Fairbanks, Alaska. Planned arrival is Feb. 7 on a polar route from France. The aircraft, which will stay in Alaska for a few weeks, will be subjected to "cold soak" tests by its manufacturers. It will be left in the cold for a day or two and then taxied and checked out for flap, brake and other system operation, as well as flown on short flights near Fairbanks.

COURT CLEARS CONTROLLERS . . . A U.S. District Court in California last month cleared air traffic controllers of responsibility for a 1967 crash of a light plane due to wake turbulence. The decision added to case law holding pilots primarily responsible for spacing themselves behind aircraft they are following visually on final approach so as to avoid wake turbulence. The case arose from the crash of a Navion aircraft into San Francisco Bay. After receiving a wake turbulence warning from the tower on its landing approach, the small plane followed a 707 jetliner at a distance of only one and a half miles at low altitude, encountered wake turbulence and went down.

FAA AND AIR FORCE COORDINATE ON ATC . . . A dozen Air Force officers who will soon graduate from the Keesler Air Force Base Air Traffic Control School will visit FAA Headquarters, nearby air traffic facilities and NAFEC Feb. 11-15. Agency officials will brief the officers on air traffic operations and planning in FAA and provide them with a first-hand look at air traffic control at the Dulles Airport tower and the Washington enroute center. This is the first of planned annual visits by such groups for increased coordination between the Air Force and FAA.

COURT SAYS PAY RAISE DELAY IN ERROR . . . A Federal Appeals Court ruled last month that a 1972 pay raise for Federal employees should not have been delayed by three months and that employees are entitled to the income they missed. The decision allowed time for action to provide back pay or for an appeal of the ruling. The decision was rendered in a suit brought by the National Treasury Employees Union, but would apply to all General Schedule (GS) Federal employees. The pay raise legislated by Congress was due in Oct. 1972, but was delayed until Jan. 1973.

TRANSPORTATION SAFETY INSTITUTE . . . FAA Order 1100.131B, dated Sept. 19, 1973, implemented DOT Order 1100.41B which delegated line management authority to the Director, Transportation Safety Institute. Because of this, the Transportation Safety Institute is considered a separate employment jurisdiction for purposes of recruitment, RIF, and other personnel services. The Manpower Division, AAC-10, shall continue to provide personnel services support to TSI.

OPERATION RETREAD . . . The tables you have noticed by the cafeteria doors in Hq and ARB are for recruiting reservists who would like to earn extra money and finish out a reserve career. If you're interested bring your discharge or DD Form 214. If you miss the recruiter, you can call Sergeant Giles at 528-2397 or 235-2981.

50TH ANNIVERSARY YEAR . . . The Will Rogers Toastmaster Club is celebrating the 50th Anniversary year for toastmastering by inviting you to join toastmasters. Improve your listening, thinking, and speaking abilities. The Will Rogers Toastmasters Club meets each Monday, 6:00 p.m., at the Howard Johnson Restaurant, IH-40 and Meridan. Membership is now open. Call Henry Gregory, X2181, or Don Miller, X4660.

BOATING COURSE CHANGE ANNOUNCED . . . The U.S. Power Squadron's boating school, described in last week's Wiretap, will be held on Wednesday nights, instead of Thursdays as previously announced. Same time, 7:30 p.m., and same place, Windsor Hills School, 29th and Ann Arbor.

ROYAL HAS DEMONSTRATION . . . Royal Typewriter Company will demonstrate Royal typewriters in the Records Building, Room 206A, on Tuesday, February 19, 1974 from 9:30 a.m. to 3:30 p.m. All interested employees are invited to attend.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight Dinner Theatre Tickets - \$6.70 ea. - Feb 21 - "No Sex, Please, We're British". Hockey Tickets - Okla City Blazers vs. Albuquerque Feb 8, Tulsa Feb 16. OCU Basketball Tickets - Denver, Feb 9, Oral Roberts Feb 14. Okla Theatre Center Tickets - "Romeo & Juliet" - Feb 13 - \$5.00 tickets for \$4.25.

FLIGHT TRAINING IN JET COMMANDERS . . . Six FAA flight inspection pilots will be type-rated in the twin-engine Jet Commander beginning in mid-February. The pilots will receive three to four weeks ground, simulation and flight training at Oklahoma City and at a non-agency facility in Delaware. In line with the agency's efforts to save fuel, in-flight training hours including piloting and observation by each man will last about 15 to 17 hours instead of the usual 40 hours. The first of five new Jet Commanders is scheduled for delivery to the agency on April 30.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization. MONTREAL - 2 years: PC-1/74, Language Officer (Reviser), P-4 (GS-13/14). Russian must be applicant's native language or used for his or her education. Demonstrated ability to write and revise Russian translations is essential, and ability to interpret into Russian from English, and preferably from French or Spanish also, is desirable. 2 years: PC-2/74, Language Officer (Translator), P-3 (GS-11/13), Russian Section, Language Branch, Bureau of Administration and Services. Qualifications and duties similar to above. Applications are due in AIA-29 by Feb. 25. Additional information is available at Manpower offices. FAA employees accepting ICAO assignments are entitled to restoration rights.

LABOR UNIONS IN FAA . . . Union recognitions by FAA continued a downward trend in the last three months of 1973, due principally to absorption of smaller bargaining units by larger ones, according to the Office of Labor Relations. Bargaining unit recognitions dropped from 156 to 151, while labor agreements increased from 48 to 49. Employees represented by unions totaled 28,507. Air Traffic and Airway Facilities unions represented the most employees--19,109 and 4,357 respectively--followed by Flight Standards and Airports unions.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: February 13, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>MANAGEMENT ANALYSIS DIVISION</u>		
74-18	Management Analyst, GS-343-9	AAC-61	343
	<u>FAA DEPOT</u>		
73-334	CANCELLED/PAINTER, WG-4102-9 Reengineered to WG-5	AAC-440	
74-19	Supply Cataloger, GS-2050-11	AAC-490	2000
	<u>MANAGEMENT TRAINING SCHOOL (Lawton, Oklahoma)</u>		
74-20	Clerk-Stenographer, GS-312-5	AAC-500	300-2
	<u>AIRCRAFT SERVICES BASE</u>		
74-21	Supv. Aircraft Maintenance Spec., GS-301-13	AAC-830	301
	<u>FAA ACADEMY</u>		
74-2	*Supv. Electronics Engineer (Instruction), GS-855-13	AAC-940	800
74-3	*Air Traffic Control Specialist (Terminal - Instruction), GS-2152-13	AAC-930	2152
	<u>TRANSPORTATION SAFETY INSTITUTE</u>		
TSI-74-3	CANCELLED/SECRETARY (STENO), GS-318-7 OST requested this position be filled at the GS-6 level due to average grade considerations.	TES-15	
TSI-74-4	Secretary (Steno), GS-318-6 This position does have promotion potential to the GS-7 level.	TES-15	318
TSI-74-5	Aviation Safety Specialist, GS-301-13 Requires civil aircraft accident investigator= in-charge experience. The area of consideration is extended to include the Aeronautical Center.	TES-15	301-17

\*An employee selected for this position must sign an agreement to rotate out of the FAA Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.

# AERO CENTER Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

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## FUEL-SAVING MEASURES

### SIMPLER PLANES NEEDED

Speaking in Kansas last week, Administrator Butterfield praised general aviation as the "heart and soul of the aviation industry" while calling for "dramatically simpler" aircraft to help pilots. "What we are looking for, especially with regard to safety, is a means to make the aircraft simpler to fly—not more complicated."

Work in the cockpit, as indicated, also means less restriction on the general aviation system.

### FUEL & CIVIL RIGHTS

"We have an oil crisis that is real and of serious proportions." These were the words of Under Secretary of Transportation John W. Barnum in a recent speech to a civil rights workshop in Washington. He said public transit authorities must seriously consider whether inner city minorities will be adequately served when the demand for public transportation increases due to the fuel shortage.

### GSA TIGHTENS RULES ON AUTO USE

New fuel-saving regulations promulgated by the General Services Administration will do away with most limousines in the Federal service. Exceptions will be made only for the President, Vice President and for security and "highly essential" needs. Also, effective immediately, agencies may acquire sedans no larger than sub-compact or compact size. GSA further ordered a 20 percent reduction in vehicle mileage in the first three months of 1974 as compared to 1973, including agency-owned or leased vehicles, GSA Motor Pool vehicles and privately owned vehicles used on official business.

### GOV'T SHARE OF INSURANCE RAISED

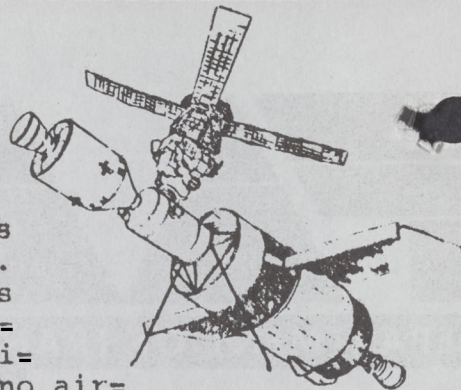
A new law has raised the Federal government's contribution to employees' health insurance premium payments from 40 percent to approximately 50 percent, retroactive to January. The government's share will go up again to approximately 60 percent in January of next year. For the change retroactive to the pay period beginning last Jan. 6, new withholding rates will be put into effect promptly, and excess withholdings already deducted will be refunded in employees' paychecks. The law signed by the President on Jan. 31 also raises the limit on the government's share to 75 percent of the actual cost of any premium. This provision generally applies to the less expensive health plans to which the government would otherwise contribute very high percentages under the formula for computing its share. Revised lists showing payment amounts will be distributed in the near future.

AVIATION SAFETY OFFICE MAIL . . . ASA-1 is the routing symbol for the new Associate Administrator for Aviation Safety-designate, Oscar Bakke.

Distribution: C-8  
AAC-5 (50)  
Published by the Public  
Affairs Office, AAC-5

AGENCY CLEARS THE WAY FOR SKYLAB . . .

Three American astronauts from the last Skylab mission splashed down 175 miles southwest of San Diego last Friday as FAA facilities on the West Coast kept the airspace clear. Controllers in the Oakland and Los Angeles enroute centers worked closely among themselves and made frequent radio calls to pilots over the Pacific to be certain that no aircraft accidentally intruded into the 135,000 square mile chunk of airspace prohibited to all but search and rescue aircraft for nearly one hour Friday morning. The Central Altitude Reservation Facility in Headquarters coordinated FAA's effort. Except for a planned space rendezvous with Russian cosmonauts next year, the U.S. will probably not send anyone into orbit again until the 1980s.



FAA AND PATCO SET TO START NEW NEGOTIATIONS . . . Negotiations between FAA and PATCO for a new labor agreement are scheduled to begin at FAA Headquarters in Washington on Feb. 20. A combined Headquarters-field FAA negotiating team will be headed by Director of Labor Relations Ed Curran. The PATCO team, also composed of field and head office negotiators, will be led by PATCO president John F. Leyden. Each team consists of about ten people.

BLACK HISTORY WEEK . . . America observes African-American History Week this week as a time to reflect on the contributions of Black Americans to the heritage of this nation. From Feb. 10 to 16 historians and scholars will meet and discuss the Black experience in economics, education, politics, music and the arts and other topics of interest. Observance of the week was first promoted in 1926 by the Association for the Study of Negro Life and History, which publicizes the achievements and tribulations of Blacks.

SCHOOL NOT JUST FOR KIDS . . . Agency managers and executives went back to school last month in the first follow-up seminar at the FAA Executive School in Charlottesville, Va. Members from the first 20 graduating classes of 1959-1964 learned what's new in management sciences and discussed current and future agency issues. The seminar emphasized the recent development, transactional analysis, which examines how people deal with each other. Additional one-week seminars are planned for other graduates of the two-week executive course.

AIRLINES MEET WITH FAA ON EEO . . . Representatives of 20 airlines met in Washington recently with FAA contract compliance specialists from the Office of Civil Rights for discussions about the airlines' equal employment opportunity programs and plans. Under an Executive Order, companies which do business with the Federal government must follow Federal guidelines in minority hiring and promotion. Military Airlift Command contracts and the use of Washington National and Dulles International Airports include the airlines under the Order. Discussed at the meeting, first in a planned series, were revisions of Labor Dept. EEO rules; standardization of airline reporting on EEO to FAA; and ways to set and achieve EEO goals.

ORDERING OFFICE SUPPLIES . . . Aeronautical Center use of FAA Form 542, Requisition for Office Supplies, will be discontinued beginning February 15, 1974. FAA Forms 4250-2 and 4250-2.1 will be the only forms required to order office supplies from the FAA Depot. Send your requisitions (4250-2 and 4250-2.1) to the Edit Desk, AAC-482A1.

CAFETERIA PRICES TO INCREASE . . . The escalating cost of food, so evident to all of us when we go to the supermarket, is also being felt by the Aeronautical Center food service contractor. The contract provides, in such situations, for a joint review of all prices and operating expenses and for making adjustments where warranted. Consequently, price increases for certain cafeteria items have been negotiated and agreed to by Center officials, effective February 14. These increases will allow the contractor to provide quality service and avoid further financial losses.

ERNST GOES STRUMMIN' . . . William S. (Strummin') Ernst, procedures specialist with the BTL FIFO, recently was interviewed on a local TV program promoting country and western music and 5-string banjos. Bill recently restored a 5-string banjo, complete with inlays. Bill travels about the countryside, just "a-pickin' and strummin'" with various groups at local universities and Bluegrass Rock festivals during the warm months. Bill would like to hear from other FAA employees about their banjos and activities.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight Dinner Theatre Tickets = Feb 21 - "No Sex, Please, We're British". Hockey Tickets = OKC Blazers vs. Tulsa Feb 16, Omaha Feb 17. Basketball Tickets = OCU vs. Oral Roberts University - Feb 14. Okla Theater Center Tickets = Feb 13 - "Romeo and Juliet". 1974 Magic Kingdom Club Cards for Disneyland/Disneyworld.

WHEN IS A CHANGE A CHANGE? . . . Another way of saving paper, besides writing on both sides, is to save Directives Supplements when a change to an agency Order does not affect the Supplement. Where appropriate, change transmittals to Orders should point out that unaffected supplemental material should be retained. More information on this point will be forthcoming in a change to paragraph 101a of Order 1320.1A, "FAA Directives System."

NAATS/FAA CLASSIFICATION STUDY . . . On Jan. 29, NAATS General Counsel William R. Kraham met with Jean Stebbins (PN) and Charles Irwin (AT) of FAA to discuss ground rules for the NAATS/FAA Classification Study scheduled to commence in March. The study, provided for in the recent contract negotiations, will be similar in nature to the current classification study being conducted in other air traffic options. The NAATS/FAA working group is charged with the task of reviewing the classification factors for FSS and IFSS positions, as described in the FAA 1968 Organization and Classification Guidelines for Air Traffic Control, and the group will recommend any changes deemed necessary. Field visits will be made by the group to all levels of FSS and IFSS facilities to observe first hand the operations at such facilities. The NAATS representatives to be selected by NAATS for this mission will come from the ranks of air traffic control specialists who are employed on the firing line at the various level facilities. The mission is expected to take several months to accomplish.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PROCUREMENT DIVISION</u>		
74-23	Procurement Clerk (Typing), GS-1106-4	AAC-720	1106
	<u>AIRCRAFT SERVICES BASE</u>		
74-24	Aircraft Mechanic Leader, WL-8852-11	AAC-800	JE-8852
74-25	Electronics Technician, GS-856-11	AAC-800	856
One year experience on semi-automatic flight inspection systems is required.			

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
James H. McMaster	Supv. Airspace System Inspection Pilot, GS-2181-14	OKC FIFO	FINFO-73-24
Glenda Bass	Supply Clerk, GS-2005-5	AAC-485	73-338
Anna J. Martin	Inventory Management Specialist, GS-2010-5	AAC-485	73-339
Frank Masopust	Carpenter, WG-4607-9	AAC-55	73-346
Louise V. Taylor	Cashier & Scheduling Clerk, GS-501-5	AAC-23	73-356
Carolyn L. Hudson	Clerk-Typist, GS-322-4	AAC-940	73-362
Sherral F. Ballard	Clerk-Typist, GS-322-4	AAC-940	73-362
Judith K. Sharp	Clerk-Typist, GS-322-4	AAC-940	73-362
Gale M. Hall	Clerk-Typist, GS-322-4	AAC-930	73-362
Judy Richey	Secretary (Steno), GS-318-4	AAC-911	73-364
Diana Petty	Administrative Officer, GS-341-7	AAC-500	74-5
Helen E. Maxwell	Administrative Officer, GS-341-9	TES-15	TSI-74-1
Gloria J. Davis	Secretary (Steno), GS-318-6	TES-15	TSI-74-2



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
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COMPREHENSIVE AND PERIODIC

## RIDE A BICYCLE

Speaking for Department of Transportation officialdom, Under Secretary John W. Barnum said recently "the bicycle as a means of personal mobility has our blessing." Noting that the Federal Highway Act of 1973 authorized funds for bikeways, he said, "The individual who can bike to work or to school does the community and the Nation a service. He saves fuel, reduces air pollution and relieves urban congestion." The exercise also helps the bicyclist, he added.

## CONFERENCE ON GOALS

Former CAA Administrator James T. Pyle (1956-58) chaired FAA's second Consultative Planning Conference last week, in which agency officials briefed a broad spectrum of industry representatives on FAA goals. Discussions followed on each topic: air traffic control, airports, the regulatory process and industry input to FAA decision-making.

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AAC-5 (50)  
Published by the Public  
Affairs Office, AAC-5*

## AIRWORTHINESS REVIEW BEGINS

FAA last week launched a comprehensive review of the agency's airworthiness regulations on a recurring two-year cycle in cooperation with industry and the public. Announcing the program, Administrator Butterfield said, "Present agency procedures of amending airworthiness regulations on a piecemeal basis have become increasingly less effective because of the rapid growth and technological advances of the aviation industry in the United States and abroad." Periodic, comprehensive reviews are better, he indicated. A special Airworthiness Staff has been established in the Flight Standards Service to run the new program, in which participation by foreign governments and industry will be sought to promote international standardization. The first two-year cycle is keyed to an Airworthiness Review Conference scheduled for next December in Washington. The agenda will be based on comments solicited from industry on the various FAA airworthiness rules. (Continued on page 2)

## MEDICAL PROPOSALS WITHDRAWN

FAA has withdrawn two notices of proposed rule-making that would have affected medical examinations given to airline flight crewmembers. The first proposal would have required a pilot applying for a first-class medical certificate to take a resting electrocardiograph (EKG) exam at an earlier age than now required and would have supplemented this with an EKG after exercise. The second proposal would have put medical certification and surveillance of airline flight crewmembers under the control of designated physicians employed by the airlines, rather than under the present FAA-designated physicians whose findings are subject to review by the agency.

FAA DENIES NADER'S X-RAY CHARGE . . . FAA has denied charges by Ralph Nader's Aviation Consumer Action Project that x-ray screening of carry-on passenger bags at the nation's airports constitutes a radiation danger to passengers and x-ray operators. In a motion asking for dismissal of an ACAP lawsuit, FAA said the x-ray units are not dangerous because their dosage is 10,000 times less powerful than those in dental x-rays and their beams are focused to prevent diffusion. The agency also said the units are shielded and meet the proposed standards of the Food and Drug Administration. FAA further emphasized that only baggage and not passengers are x-rayed.

COMMITTEE TO AID AGREEMENT WITH SOVIETS . . . In a move to support last month's U.S.-Soviet Union agreement to cooperate on transportation matters, FAA has established a committee to guide the agency in the exchange of information related to air traffic control, airworthiness and other aviation topics. Chairing the committee is Alfonse R. Miele, Deputy Assistant Administrator for International Aviation Affairs. The agreement provides for discussions and exchange of information on certification; accident investigation; security of passengers, cargo and airplanes; use of aviation in agriculture and other items.

CABIN SAFETY SPECIALIST . . . The Flight Standards Service plans to create an aircraft cabin safety position to be filled by a professional flight attendant. The safety specialist would work with FAA and the airlines to create cabin safety standards and solve problems which have developed with the new widebody aircraft. FS officials said they hope to get Civil Service Commission approval to hire specialists for two-year temporary assignments, allowing hiring of replacements who will be knowledgeable on current cabin duties and problems. Specialists would serve on a leave of absence from their airline employers. The job may be filled by July 1, pending necessary FAA and CSC approval of the position.

ANNUAL CORNUCOPIA . . . FAA's 1972 Statistical Handbook of Aviation--a cornucopia of information about airplanes, airports, airmen, and the national airspace system--has been published. It contains 279 pages of tables, summaries and maps which tell the aviation story for 1971 and back to 1961 for many activities. The Handbook is published annually; the 1972 edition may be ordered from the U.S. Government Printing Office for \$2.70, stock number 5007-00216.

AIRWORTHINESS REVIEW (Continued from page 1) . . . Based on conference findings, the agency in 1975 will issue a notice to revise airworthiness rules, study the resulting comments and, according to the schedule now envisioned, adopt new rules by February 1976, completing the first cycle. A new cycle will begin immediately afterwards.

REDUCTION IN HEALTH INSURANCE DEDUCTIONS . . . Recent legislation has increased the government's contribution to health insurance premiums from 40 percent to 50 percent. Therefore, the employee's share has been reduced effective January 6, 1974. For two pay periods, employees enrolled in a health insurance program have been charged the old rate and this overdeduction will be refunded in the salary check received February 27, 1974. This check will reflect the insurance charged at the new lower rate in pay period four and the refunded overdeduction for pay periods two and three. The new insurance rates will be reflected in salary checks for pay period five (2/17 - 3/2/74) which will be received about March 13, 1974.

COOPERATIVE ENGINEERING PROGRAM . . . The Rocky Mountain Region has requested assistance in recruiting to fill one position in the Cooperative Engineering Program. Requirements are outlined in Order 3410.10. For local information, contact Lowell Bracher, extension 4507.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight Dinner Theatre tickets - Feb 21 - "No Sex, Please, We're British". Hockey tickets = OKC Blazers vs. Albuquerque - Feb 23, Fort Worth Feb 24. (Hockey tickets sold until 3:45 Thurs) OCU Basketball tickets = \$1.00 = Hardin-Simmons, Feb 20, Georgia Tech, Feb 23. 1974 Magic Kingdom Club Cards for Disneyland/Disneyworld.

LIGHT PLANE CRASH TESTS . . . A twin-engine light plane slammed into the ground from a height of 40 feet early this month in the first in a series of crash tests conducted jointly by FAA and the National Aeronautics and Space Administration at Langley Research Center in Hampton, Va. The plane, which hit at 30 mph, carried an instrumented dummy and other devices to measure impact and survivability. More than 20 such crash tests will be made by the end of 1976 to develop improved crashworthiness for small airplanes. The next test is scheduled for late April.

A LANDING STRIP IS WHERE YOU FIND IT . . . Residents of the Woodgate neighborhood near Tallahassee, Fla. stared with apprehension as a small plane circled in fog only a few hundred feet above their houses. Fortunately, the lost pilot was on the radio with the Tallahassee tower which was coordinating a rescue from the sky with the FSS. It appeared the plane couldn't reach the airport safely, so FAA called the police and fire departments which rushed vehicles to block off nearby Interstate 10 and line it with their headlights. On final approach, the pilot followed a racing police car for reference and landed safely on the highway. During January, 310 flight assists were reported--125 by FSSs, 117 by towers and 68 by centers. 474 people were reported on board the aircraft involved.

THESE TAGS NOT FOR DOGS . . . The Systems Research and Development Service has been designated as FAA's office for technical input to an explosives identification program coordinated by the Treasury Dept.'s Bureau of Alcohol, Tobacco and Firearms. FAA's input stems from its interest in air security, particularly regarding bombs and dangerous weapons. The identification program hinges on efforts to find ways of "tagging" newly manufactured explosives by adding certain chemicals. Many Federal agencies are involved in the program.

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Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
74-27	Aerospace Engineer, GS-861-13	AAC-213	800
	Experience or education in higher mathematics is a <u>highly desirable</u> factor in this position.		
<u>DATA SERVICES DIVISION</u>			
74-28	Secretary (Steno), GS-318-5	AAC-350	318
74-29	Computer Programmer, GS-334-7	AAC-330	334
	This position has promotion potential to the GS-11 level.		
74-30	Computer Programmer, GS-334-9	AAC-330	334
	This position has promotion potential to the GS-11 level.		
<u>FAA DEPOT</u>			
74-31	Inventory Management Specialist, GS-2010-7	AAC-486	2000
<u>AIRCRAFT SERVICES BASE</u>			
74-32	Aircraft Brake Repairer Helper, WG-8260-5	AAC-800	JE-8260
74-33	Electronics Technician, GS-856-11	AAC-830	856
	Applicants must have had at least one year of experience working on avionics systems.		
74-34	Aerospace Engineer, GS-861-13	AAC-840	861
74-35	Electronics Engineer, GS-855-13	AAC-840	855
<u>FAA ACADEMY</u>			
74-10	Supv. Air Traffic Control Specialist (Station - Instruction), GS-2152-12	AAC-930	2152
	An employee selected for this position must sign an agreement to rotate out of the FAA Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.		

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PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Melvin P. Fritze	Electronics Technician	AAC-830	73-306
Reedy B. Rogers, Jr.	Aviation Electronics Specialist	AAC-950	73-308
Roy T. Cummings	Supv. Trans. Safety Specialist	TES-15	73-325
Robert G. Davis	Machinist Foreman	AAC-440	73-326
Cecil R. Skidmore	Supv. Qual. Assurance Specialist	AAC-820	73-342
Charles A. Nathman	Electronics Engineer	AAC-1020	73-344
William Goodnight	Air Cond. & Htg. Equip. Mechanic	AAC-55	73-352
Mary C. Winters	Secretary	AAC-480	73-364
Dale W. Clark	Parts Expediter Leader	AAC-430	74-1
Delbert K. Coffman	Parts Expediter Leader	AAC-430	74-1



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
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## WOMAN MANPOWER CHIEF

Daisy S. Kiakona has been appointed as FAA's first woman Manpower Division chief, a post she assumed in the Pacific-Asia Region. She previously served five years as regional employment officer. A native of Hawaii, she joined the agency in 1962 after working with the U.S. Corps of Engineers and the Civil Service Commission. Her honors include an FAA Certificate of Achievement and nominations for Manager of the Year in the Honolulu Federal Executive Board and the DOT Federal Woman's Award.

## SHOOTING AT BWI

A gunman killed a security officer at a boarding gate and a copilot in a parked airliner at Baltimore-Washington International Airport last Friday. Police killed the gunman. Before this potential hijacking, the last attempted hijacking occurred on Jan. 2, 1973, four days before 100 percent passenger screening and carry-on baggage searches ordered by FAA went into effect.

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## BUTTERFIELD ORDERS STUDY

# CONTRACT PROCESS UNDER REVIEW

Administrator Butterfield announced last week the creation of a special task force to analyze in detail FAA's engineering and development and procurement and contracting processes. The study grew out of a preliminary review of the agency's management procedures in these areas ordered by the Administrator last summer. Concerns expressed by the aviation community through the agency's consultative planning process also influenced Butterfield's decision for a "thorough overhaul" of operations, development and procurement activities. The task force will report its findings to Butterfield on April 30. In a related action, the Administrator temporarily suspended FAA's policy review bodies, the Executive Committee, Agency Review Board and Regulatory Council. During the suspension, Butterfield will rely on senior staff members for advice instead of on committees comprising only selected membership.

## CONTROLLERS TRACK STOLEN COPTER

It all began when Washington National Airport control tower got a phone call from Secret Service agents at the White House at 12:54 a.m., Feb. 17. Was the tower working a helicopter near the White House? No, the tower answered. But a few minutes later tower controllers spotted a Huey helicopter, through the tower windows and on radar, in the prohibited airspace which surrounds the White House and downtown Washington. Team supervisor George F. Perry called District of Columbia Police and asked them to send up a (Continued on page 3)



ENROUTE RADAR SITE SURVEYS . . . Surveys of possible enroute radar sites at 26 domestic locations will be made for the agency by Raytheon Service Co. under a \$672,144 contract. The contractor will furnish site reports, maps, sketches, photographs and evaluations of each location. It will also provide related engineering plans and information on site access and establishment of each facility. All survey work is expected to be complete in three years.

EXECS TAKE AIR TRAFFIC COURSE . . . Numerous expressions of interest by FAA and DOT executives in getting a closer look at air traffic control have resulted in a new three and a half day course in ATC at the FAA Academy in Oklahoma City. The course is designed to provide a broad insight into the functions and responsibilities of the air traffic control system. The first class was held last month and others are scheduled for March, April and each quarter of FY 1975. About 16 executives such as Associate Administrators, office/service heads and division chiefs attend each course. Two spaces are allotted to personnel from the Secretary's office.

COMPUTER PROGRAMS SAME IN ALL CENTERS . . . All 20 domestic enroute centers now speak an identical computer language to process and relay flight data from center to center and within each center. The milestone was reached early this month when the Miami Center put its National Flight Data Processing Program into operation, the 20th center to do so. Previously in the development of NAS Stage A automation, various centers used "local" computer programs, giving them slightly different data processing capabilities. The national program was developed at NAFEC by specialists from FAA and IBM, the agency's supplier of computer equipment for the centers.

NATIONAL CONSULTATION RIGHTS FOR NAGE . . . The National Association of Government Employees (NAGE), representing several thousand electronic technicians and other employees, has been granted national consultation rights with FAA. The union does not have a national agreement with the agency, but is entitled to consult with FAA at the national level on personnel policies; to receive "reasonable notice" of proposed substantive new or changed personnel policies and to comment on such proposals. Local consultation can occur only in locations where NAGE has exclusive representation rights.

SEARCH AND RESCUE . . . Western Region Accident Prevention Coordinator Richard Kregel and Chief of Frequency Management John Kemper recently set up a seminar for the news media on the mission of various search and rescue organizations. The region also sent written material to the media. The seminar was conducted in cooperation with the CAP and the Air Force.

ALTERNATE CONTRACT REVIEW BOARD . . . Due to an expected increase in the number of Headquarters contract awards exceeding \$100,000 between now and the end of FY 1974, Administrator Butterfield has established an alternate Contract Review Board. The Board will be composed of a minimum of four members: a procurement official from the Logistics Service; an attorney from the Office of the Chief Counsel; an auditor from the Office of Accounting and Audit; and a representative from the office or service where the contract requirement originates. John T. Moffatt of the Logistics Service was named chairman of the Board.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight Dinner Theatre Tickets - "Fiddler On The Roof" - Mar 21, \$6.70 ea. Hockey Tickets - OKC Blazers vs. Dallas Mar 1, Tulsa Mar 9 OCU Basketball Tickets - \$1.00 - Air Force Academy - Feb 27. 1974 Magic Kingdom Club Cards for Disneyland/Disneyworld.

FLIGHT SAFETY MEETING . . . The next Quarterly Flight Safety Meeting is scheduled for March 6 at 1:30 p.m., in the Headquarters Building Auditorium. A repeat session will be on March 7 at 9:30 a.m. This meeting will feature a presentation on "Human Factors and Life Support Systems" by Dr. Richard Snider, Albuquerque, Asst. Regional Flight Surgeon.

HILL TO RETIRE . . . Walter M. Hill, AAC-940 is retiring effective March 1, 1974. He has been at the Aeronautical Center since February 23, 1947, and has most recently served as the Assistant Chief of the Airway Facilities Branch, AAC-940.

BLOOD MOBILE UNIT TO BE AT CENTER . . . The blood mobile unit will be at the Aeronautical Center Thursday, March 7, 1974, between 9:30 a.m. and 12:15 p.m. Please call Mary Chastain, X2701, for an appointment.

AIRMAN CERTIFICATION SURVEY . . . The General Accounting Office, the investigative arm of Congress, will begin a survey of the FAA Airman Certification Program in the near future. Under survey will be certification of pilots, mechanics and persons designated by FAA to perform certification functions. Tentative plans call for GAO to begin the survey at Headquarters and follow up with a field survey in the Chicago area in April.

AIRPORTS AND RELOCATION ASSISTANCE . . . In a recent week-long seminar in Denver, Airports, General Counsel and other FAA personnel learned about the requirements that FAA, other Federal agencies and recipients of Federal money must meet to guarantee relocation assistance to property owners when Federally funded construction causes relocation. FAA, of course, is heavily involved in granting Federal money for airport construction and expansion through the Airport Development Aid Program. The seminar focused on the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

ATC TRACKS STOLEN COPTER (Continued from page 1) . . . helicopter to investigate. Radio calls on all frequencies by the tower brought no response from the unidentified helicopter. A wild chase ensued north of Washington in which Maryland State Police helicopters (the D.C. copter returned for lack of jurisdiction) engaged in a no-shooting dogfight with the errant pilot, PFC Robert Preston of Fort Meade. Baltimore-Washington International tower then told Washington tower that the Huey, with a police helicopter in pursuit, was heading back to Washington. Perry alerted the White House where Secret Service agents were waiting with shotguns when Preston returned one hour after his first visit and made a bumpy landing on the White House grounds amid a hail of buckshot. Perry later said Preston must have slipped under radar coverage on his first sortie to the White House by flying the stolen copter into Washington at treetop level.

GOV'T SHARE OF INSURANCE RAISED

All employees were advised in the February 13, 1974 issue of INTERCOM that Public Law 93-246 has raised the Federal Government's contribution to employees' health insurance premium payments from 40 percent to approximately 50 percent, retroactive to January. The following is the revised list showing payment amounts of the various plans applicable to Aeronautical Center employees:

PLAN	TOTAL PREMIUM	GOVERNMENT PAYS	EMPLOYEE PAYS
GOVERNMENT-WIDE PLANS			
Indemnity Benefit Plan			
HIGH SELF	\$10.52	\$ 5.49	\$ 5.03
HIGH FAMILY	26.17	13.67	12.50
LOW SELF	5.96	4.47	1.49
LOW FAMILY	14.76	11.07	3.69
Service Benefit Plan			
HIGH SELF	\$11.88	\$ 5.49	\$ 6.39
HIGH FAMILY	28.97	13.67	15.30
LOW SELF	4.08	3.06	1.02
LOW FAMILY	9.99	7.49	2.50
EMPLOYEE ORGANIZATION PLANS			
Alliance Health Benefit Plan			
HIGH SELF	\$10.61	\$ 5.49	\$ 5.12
HIGH FAMILY	26.00	13.67	12.33
LOW SELF	3.76	2.82	0.94
LOW FAMILY	9.56	7.17	2.39
AFGE Health Benefit Plan			
HIGH SELF	\$11.54	\$ 5.49	\$ 6.05
HIGH FAMILY	26.53	13.67	12.86
LOW SELF	4.17	3.13	1.04
LOW FAMILY	12.12	9.09	3.03
American Postal Workers Union Plan			
HIGH SELF	\$12.32	\$ 5.49	\$ 6.83
HIGH FAMILY	26.61	13.67	12.94
LOW SELF	5.80	4.35	1.45
LOW FAMILY	14.16	10.62	3.54
Government Employees Hospital Association Benefit Plan			
HIGH SELF	\$11.49	\$ 5.49	\$ 6.00
HIGH FAMILY	22.65	13.67	8.98
LOW SELF	7.63	5.49	2.14
LOW FAMILY	14.80	11.10	3.70
Mail Handlers Benefit Plan			
HIGH SELF	\$ 9.93	\$ 5.49	\$ 4.44
HIGH FAMILY	27.48	13.67	13.81
LOW SELF	6.52	4.89	1.63
LOW FAMILY	18.69	13.67	5.02

## COMPREHENSIVE PLANS - For FINFO employees only.

AREA	PLAN	TOTAL PREMIUM	GOVERNMENT PAYS	EMPLOYEE PAYS
LAX & OAK	(1)Family Health Program			
	HIGH SELF	\$11.98	\$ 5.49	\$ 6.49
	HIGH FAMILY	33.19	13.67	19.52
	(2)Foundation for Medical Care			
	HIGH SELF	\$ 9.73	\$ 5.49	\$ 4.24
	HIGH FAMILY	24.49	13.67	10.82
	(3)Kaiser Foundation Health Plan (Northern California)			
	HIGH SELF	\$ 9.96	\$ 5.49	\$ 4.47
	HIGH FAMILY	25.83	13.67	12.16
	(4)Kaiser Foundation Health Plan (Southern California)			
	HIGH SELF	\$12.57	\$ 5.49	\$ 7.08
	HIGH FAMILY	32.66	13.67	18.99
	(5)Ross-Loos Medical Group			
	HIGH SELF	\$10.34	\$ 5.49	\$ 4.85
	HIGH FAMILY	25.01	13.67	11.34
SEA	(1)Group Health Cooperative Plan			
	HIGH SELF	\$ 8.73	\$ 5.49	\$ 3.24
	HIGH FAMILY	23.11	13.67	9.44
	(2)Washington Physicians Service			
	HIGH SELF	\$ 9.46	\$ 5.49	\$ 3.97
	HIGH FAMILY	27.94	13.67	14.27
	(3)Western Clinic Plan			
	HIGH SELF	\$ 9.91	\$ 5.49	\$ 4.42
	HIGH FAMILY	24.37	13.67	10.70
DEN	(1)Kaiser Foundation Health Plan (Denver)			
	HIGH SELF	\$10.40	\$ 5.49	\$ 4.91
	HIGH FAMILY	27.75	13.67	14.08
BED	(1)Harvard Community Health Plan			
	HIGH SELF	\$12.19	\$ 5.49	\$ 6.70
	HIGH FAMILY	33.28	13.67	19.61
MSP	(1)Group Health Plan			
	HIGH SELF	\$ 9.67	\$ 5.49	\$ 4.18
	HIGH FAMILY	26.82	13.67	13.15
BTL	(1)Metro Health Plan			
	HIGH SELF	\$15.19	\$ 5.49	\$ 9.70
	HIGH FAMILY	37.08	13.67	23.41

## PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 6, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>CIVIL AEROMEDICAL INSTITUTE</u>			
74-36	Supervisory Clerk-Typist, GS-322-5	AAC-130	322
<u>FAA DEPOT</u>			
74-37	Teletypewriter Repairer, WG-2509-8	AAC-440	JE-2509
74-38	Electronics Technician, GS-856-9 (Radar)	AAC-440	856
<u>AIRCRAFT SERVICES BASE</u>			
74-39	Electronics Technician, GS-856-5/7/9	AAC-800	856
Applicants selected at the GS-5 or 7 level will be eligible for promotion to the GS-9 level without further competition; however, they will not be promoted to the higher level automatically when qualification requirements are met. Such promotions will depend upon the status of grade average and agency policy at that time.			
74-40	Quality Assurance Specialist (Aerospace), GS-1910-9 A&P License required.	AAC-800	1910

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Peggy Grossman	Administrative Officer	AFS-500	FINFO-73-31
Linda Pisell	Clerk-Typist	AAC-930	73-361
Lequetta Alexander	Payroll Clerk	AAC-24	74-11



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

74-10 March 6, 1974

service to man in flight

23% MINORITIES, 30% WOMEN

## WATER STUDY THANKS

John A. Jarrell,  
Air Traffic Service, and  
the Buffalo Flight Service  
Station have received  
awards for outstanding  
assistance to a joint  
U.S.-Canadian team which  
made airborne measurements  
of the hydrology of Lake  
Ontario during 1972. The  
National Oceanic and Atmospheric  
Administration forwarded  
the plaque for presentation.  
Jarrell and the FSS assisted  
the study team by arranging  
for various air traffic services  
for aircraft and balloon operations.  
The study was made as part  
of the International Field Year  
for the Great Lakes.

## BUTTERFIELD PUSHES EEO GOALS

Citing a "great challenge," Administrator Butterfield has instructed region and center directors to help FAA reach its Equal Employment Opportunity goals. The agency's FY 1974 hiring goal, he said, is 23 percent for minorities and 30 percent for women. Current FAA employment figures show 7.6 percent minority and 12 percent female representation. Butterfield directed regions and centers which did not meet the hiring goals in the first half of FY 1974, or cannot assure meeting them by the end of the fiscal year, to immediately re-establish EEO recruiter positions. He noted that in past years such recruiters have enabled FAA to find and hire minorities "at a much higher rate." Butterfield said he is considering three additional measures to improve minority hiring: expansion of the "150 Program" by 100 positions; lowering of entrance levels for a certain number of positions in as many occupations as possible; and cooperative education, in which college and university students would work part time in FAA while pursuing their college educations.

METRIC SYSTEM IS COMING  
To help learn the metric system,  
try memorizing these seven sayings,  
courtesy of the Great Lakes Region:

It hit me like 907 kilograms of bricks.

A miss is as good as 1.609 kilometers.

Peter Piper picked 8.81 liters of pickled peppers.

Beat him within 2.54 centimeters of his life.

Give him 2.54 centimeters

and he takes 1.609 kilometers

A decigram of salt.

Missed it by 1.609 country kilometers.

## TRANS-ATLANTIC ATC TESTS

FAA has awarded a \$109,388 contract to the Boeing Co. for airborne sending, receiving and message display equipment that will be used aboard an agency aircraft in tests to develop a trans-Atlantic air traffic control system. The equipment will transmit and receive data to and from agency personnel at NAFEC through a NASA satellite, ATS-F, scheduled to be launched this spring. Another satellite, already in orbit, will work in conjunction with ATS-F to relay automatic aircraft position reports to the ground. FAA will use its KC-135 (a version of the 707 jet) to fly (Continued on page 2)

Distribution: C-8, AAC-5 (50)

Published by the Public Affairs Office, AAC-5

OKC GADO CHIEFS CHANGE . . . James E. Shelley, Southwest Region General Aviation District Office Chief in Oklahoma City has been transferred to the FAA Southwest Region headquarters in Fort Worth. He has been replaced by Clyde M. Dehart, Jr., an operations specialist in the Fort Worth regional office. DeHart is a former Chickasha man with extensive experience in aviation.

FAA FLYING CLUB ANNOUNCES GROUND SCHOOL PLANS . . . The FAA Flying Club invites all interested Aeronautical Center personnel to attend the ground school of their choice, either the combined private and commercial or the instrument. The tentative starting date for the Private and commercial is March 19, and for the instrument late March. Contact Jack Parrish, AAC-920, X2570 for details. Wives, husbands, and children may attend also.

TO ALL AC EMPLOYEES . . . Submit your suggestions today! Don't let any valuable idea go to waste!! Obtain a suggestion entry blank (FAA Form 2333) from your supervisor or your R&A program coordinator and follow these three easy steps: (1) Furnish the necessary details on the entry blank (2) Discuss the idea with your supervisor and seek his advice (3) Submit the suggestion to your R&A program coordinator. Your beneficial suggestions are always welcome and may put extra cash in your pocket. Thus, it behooves all employees to observe and analyze present operational systems in their immediate organization, as well as throughout the AC, and submit proposals for improving FAA operations and conserving manpower, materials, or money.

FLIGHT SAFETY MEETING REMINDER . . . The quarterly flight safety meeting is scheduled for March 6 at 1:30 p.m. in the Hq Bldg auditorium. A repeat session will be on March 7, at 9:30 a.m. This meeting will feature a presentation on "Human Factors and Life Support Systems" by Dr. Richard Snider, assistant regional flight surgeon.

TRANS=ATLANTIC ATC (Continued from page 1) . . . the test runs over the Atlantic Ocean beginning this fall. Data collected from the flight tests will be used to develop the AEROSAT trans-Atlantic ATC system which is expected to go into operation late in this decade using newer satellites. FAA plans to award additional contracts for more equipment to be used in developing the system in cooperation with European nations.

A LITTLE DABS WILL DO YA' . . . FAA will brief industry representatives at Headquarters on March 21 on a key element in the agency's plan for upgrading air traffic control automation. The element is DABS--Discrete Address Beacon System--which permits ATC facilities to interrogate and get a reply from a beacon transponder on a specific airplane rather than from all airplanes in a zone of coverage. This would eliminate overlapping replies from airplanes in heavily-trafficked airspace. DABS may also allow automatic sending of instructions to an individual airplane not normally under control of ATC facilities when necessary to avoid a potentially hazardous mid-air situation. The March 21 meeting will familiarize industry with DABS requirements before the agency initiates procurement in FY 1975.

SILVER DOLLARS TO BE GIVEN AWAY . . . The Employees Association will give away 200 Silver Dollars on March 14. Names will be drawn from those who have paid their 1974 dues by that date. If you haven't renewed your membership (or signed up for the first time), don't delay. You might get your dollar back next week, and still be eligible for more prizes through the year, plus many other benefits.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight dinner theatre tickets - "Fiddler On The Roof: - Mar 21 - \$6.70 ea. Hockey tickets - OKC Blazers vs. Tulsa - Mar 9. 1974 Magic Kingdom Club cards for Disneyland/Disneyworld. Free coupons for reduced-rate tickets for the Okla. Sport, Boat, & Travel Show - Mar 13-17. Post your want ads on the bulletin board in the Employees Assoc office/bookstore, room 141, Hq Bldg. Six Flags will open March 16 - Adult ticket - \$5.75, Child ticket - \$4.75. This is a 75¢ savings per ticket for an Employees Assoc. member.

TRAVEL - POV RATE . . . An increase in the mileage allowance for the use of privately owned conveyance on official business has been approved effective February 8, 1974. An increase is applicable for permanent change of station with the rates now being 8, 10, and 12 cents in lieu of 6, 8, and 10 cents respectively. The rate of 11 cents that was used in connection with official business has been changed to 12 cents. Paragraph 820 of DOT Order 1500.6 lists in parenthesis the rate applicable to various conditions. These rates have been changed as shown below:

	<u>FROM</u>	<u>TO</u>
(2)	6¢	8¢
(4)	8¢	10¢
(6)	10¢	12¢
(7)	11¢	12¢
(8)	11¢	12¢
(9)	11¢	12¢
(10)	11¢	12¢
(11)	11¢	12¢

GIRLS WANTED . . . No experience needed, but must be willing to work hard and have a lot of fun. The FAA girl' softball team needs girls, girls, girls. If you are interested in playing on the FAA girls' softball team, get in touch with Whitey Thompson, X4478 or Coy Davis, X2241.

DANGEROUS WALK. . . . Some Academy students are getting off the morning buses at ANF #2 Building and crossing MacArthur for their classrooms in the Air Traffic, ANF #1, and Flight Standards Buildings. This is a hazardous practice in the dark through heavy traffic. Students are asked to stay on the bus until it reaches the Headquarters or Air Traffic building. The alternative is to use a tunnel.

BLOOD MOBILE UNIT TO BE AT CENTER . . . The blood mobile unit will be at the Aeronautical Center Thursday, March 7, 1974, between 9:30 and 12:15 p.m. Please call Mary Chastain, X2701 for an appointment.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 13, 1974

For promotion consideration submit AC Form 3330=12.

For reassignment or change to lower grade submit AC Form 3330=57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-41	<u>FAA DEPOT</u> Supply Clerk, GS-2005-5	AAC-430	2005
74-42	<u>PROCUREMENT DIVISION</u> Contract Specialist, GS-1102-9	AAC-700	1102
74-22	<u>AIRCRAFT SERVICES BASE</u> Flight Test Pilot, GS-2181-13	AAC-820	2181
FINFO-74-2	<u>FLIGHT INSPECTION NATIONAL FIELD OFFICE</u> Supervisory Airspace System Inspection Pilot, GS-2181-15	AFS-630	2181

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
William M. Baker	Electronics Technician (Inst.)	AAC-940	73-218
Byron D. Bointy	" " "	"	"
Calvin C. Fox	" " "	"	"
Lynn F. Garst	" " "	"	"
Harry E. Hale	" " "	"	"
Donald F. Dudley	" " "	"	"
Patrick W. Marable	" " "	"	"
George K. Meigh	" " "	"	"
Roy K. Tagawa	" " "	"	"
Howard E. Brown	Machinist	AAC-440	73-327
Thomas E. Davidson	Air Cond. & Htg. Equip. Operator	AAC-55	73-331
Venson C. Troutt	Distribution Facilities Spec.	AAC-430	73-347
Ralph Schneringer	Aircraft Mechanic Leader	AAC-830	73-348
Lemuel A. Dotson	Electronics Technician	AAC-440	73-353
William E. Dunbar	Qual. Assurance Spec. (Aerospace)	AAC-830	73-354
Rose Means	Clerk-Typist	AAC-45C	73-361
Rhoda Hopkins	Clerk-Stenographer	AAC-500	74-20



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-11 March 13, 1974

## NAME AIRWORTHINESS, EVALUATION CHIEFS

William J. Sullivan has been named to head the Flight Standards Service's new Airworthiness Review Staff, which will review and update airworthiness regulations on a recurring two-year cycle. Sullivan was previously Assistant Executive Secretary to the Administrator. Before that he gained extensive legal experience in several positions in the Office of the Chief Counsel. A graduate of the University of Wisconsin Law School, he joined the agency in 1967.

Filling another key Flight Standards post is Robert E. Jones, named Chief of the Evaluation Staff. He served with various airlines before joining FAA and moving up the agency ladder in the 1960s to his most recent job, Chief, Air Carrier Operations Branch, Flight Standards Service.

## FAA FLYING CLUB ANNOUNCES GROUND SCHOOL PLANS

The FAA Flying Club invites all interested Aeronautical Center personnel to attend the ground school of their choice, either the combined private and commercial or the instrument. The tentative starting date for the private and commercial is March 19, and for the instrument late March. Contact Jack Parrish, AAS-920, X2570 for details. Wives, husbands, and children may attend also.

## ADMINISTRATOR TESTIFIES

# CONGRESS GETS 2ND CAREER INFO

In prepared testimony before Congress this week on the air traffic controller second career program and air traffic staffing, Administrator Butterfield said as of Dec. 1973, 690 controllers had received notice of their job disqualification and resulting eligibility for second career training. Of these, 286 are now in training, 74 opted for early retirement, and the remainder either did not request training, have completed or withdrawn from it or will begin training in the near future. The number of second career trainees is expected to level off at 750 by 1975, Butterfield said. Training has averaged 22 months per controller, he added. Referring to an anticipated hiring of 2,700 controllers between Jan. 1973 and June 1974 reported to Congress last year, Butterfield said 1,655 center and tower controllers were hired in 1973, demonstrating "substantial progress toward achieving our planned staffing."

## BRINEGAR OUTLINES POLICY

In a progress report delivered to Congress last week, Secretary Brinegar noted that while significant gains have been made in the field recently, transportation still has its share of problems. He said the overriding thrust of Federal policy should be directed toward providing efficient, safe, fast and convenient transportation which is also protective of the nation's environment. He stressed that such transportation should be provided to the greatest possible extent by the private sector. He added that when Federal funds are used to finance transportation investments or operations, in most cases these expenditures should be recovered from users of the system.

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Published by the Public Affairs Office, AAC-5

ANNUAL URBAN LEAGUE DINNER . . . The annual Urban League dinner will be held Saturday April 20, 1974, at 6:30 p.m. at the Skirvin Plaza hotel's Imperial ballroom. The theme for this year's dinner meeting is "The Year of Women". The featured speaker will be native Oklahoma Judge Juanita Kidd Stout, common pleas court of Philadelphia. FAA personnel, their families and guests will be seated together. Four (4) tables (eight persons per table) have been reserved for FAA. Tickets will show table number. The cost is \$7.50 per person. Contact Bill Shelton, X4507 for tickets.

GRASS FIRES . . . Last week a grass fire occurred between the ANF #2 and Records buildings. The fire was apparently caused by a discarded lighted cigarette or match. While it could have been serious, it was extinguished without major damage. Dead grass, high winds, and, at times, dry weather create ideal conditions for grass fires during this time of year. All employees are reminded to follow safe fire prevention practices by disposing of smoking materials in approved receptacles or by being certain they are dead before discarding them on the sidewalk or grass. Don't let fire get out of hand.

POST-ATTACK REGISTRATION OF EMPLOYEES . . . Order 1900.1A provides information regarding the nationwide system for registration of Federal employees following an enemy attack on the United States. FAA employees who are prevented from reporting to their regular place of employment or emergency location because of an attack on the United States, should, as soon as it is safe to do so: (1) go to the nearest post office and obtain a Federal Employee Emergency Registration card (CSC Form 600); (2) fill out the card, completing all sections; and (3) mail the pre-addressed card at the post office. While awaiting action from this card, FAA employees are expected to volunteer their services to civil defense authorities and render all assistance possible to meet the local emergency situation.

PILOT SELF-BRIEFING TESTS BEGIN . . . FAA specialists from Headquarters and NAFEC begin a one-month "road show" this week with a portable prototype self-briefing terminal for pilots to try out and comment on in 15 to 20 locations across the country. Testing will begin in Columbus, Ohio. The self-briefing concept is tied in with the agency's plan for flight service station modernization. The terminal, consisting of a keyboard and TV-type viewing screen, provides weather and aeronautical briefings from a computer continually fed with updated information. During the tests, most briefings will be simulated based on typical information stored in the computer. The agency wants to know if pilots feel they can get the information they need by this method and to learn what kind of equipment and system design will best serve pilots. The tests are being publicized on the "Aviation Weather" program aired by public service TV stations nationwide.

COURT ORDER ON AIRPORT X-RAYS DELAYED . . . A U.S. District Court judge has ordered a halt to the use of X-rays on carry-on bags at airports, but stayed his own order until March 14 to give FAA time to outline what action it will take. The judge agreed with an Aviation Consumer Action Project (ACAP) lawsuit which said the public should have been allowed to comment on FAA's decision to permit the airlines to use X-ray machines, under certain conditions, on carry-on bags. ACAP has claimed that X-ray machines at airports constitute a radiation danger, which the agency disputes.

WOMEN IN MANAGEMENT SEMINAR . . . The Oklahoma City University Business Research Center is offering a one day seminar for women in management. The purpose of this seminar is to offer management education for women and it is patterned for women already proficient in various technical skills who wish to prepare themselves for advancement to management positions. A staff will focus on vital functions of management responsibilities and an idea exchange luncheon, plus an open forum will permit group participation. The seminar will be THURSDAY, MARCH 21, 1974, 8:30 AM - 4:30 PM at the Hilton Inn Northwest, 2945 N. W. Expressway with a registration fee of \$30.00 which includes the luncheon. The Training Branch (AAC-17) will be unable to support attendance of this seminar because of more urgent training needs and costs. However, if you are interested in attending at your own expense, call Karrol Hayes, extension 2527.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight dinner theatre tickets - "Fiddler On the Roof" - Mar 21 - \$6.70 ea. Hockey tickets - OKC Blazers vs. Omaha - Mar 20. 1974 Magic Kingdom club cards for Disneyland/Disneyworld. Free coupons for reduced-rate tickets for the Okla Sport, Boat, & Travel Show - Mar 13-17. Six Flags opens Mar 16. Adult ticket - \$5.75, Child ticket - \$4.75. Free coupons for reduced rate tickets for the pro track meet Mar 22. Silver dollar drawing Mar 14.

REFRESHER CLINIC SCHEDULED . . . The 600th flight instructor refresher clinic is scheduled to be held in Ontario, California on Mar 26, 27, & 28, 1974. This clinic will be sponsored by the AOPA and Mt. Sac College, and the expected attendance is 200. Team members will be Tiner A. Lapsley, Clifford G. Sheker, and Ronald E. Bragg. This will be the last clinic for Sheker as he is leaving the flight instructor refresher unit for a position in the Transportation Safety Institute.

SEVERE WEATHER BRIEFING . . . A seasonal weather briefing, "Thunderstorm Season" will be presented by a National Weather Service Forecaster at 10:00 a.m. Wednesday, March 20, 1974, in the Headquarters Building Auditorium. All flight crew members are urged to attend; other interested personnel are welcome.

OKC MANAGER TO SPEAK TO ASPA . . . American Society for Public Administration members at the Aeronautical Center will want to attend the March ASPA meeting Thursday, Mar 14 at the Holiday Inn Northwest, 3535 N. W. 39th Expressway. The speaker will be the new city manager of Oklahoma City, Howard D. McMahan. Prior to his appointment in January, McMahan was regional director of HEW in Fort Worth, Texas. His topic for the ASPA meeting will be "Comparative Administration - Federal and Local." The price for the dinner meeting, starting at 7:00 p.m. (social hour - 6:00 p.m.) will be \$4.25. Call Wallace Bonifield at 848-7604 for reservations.

REPAIR OF STREET AND PARKING LOTS . . . The Oklahoma City Airport Trust has awarded a contract for repair of Aeronautical Center streets and parking lots. The contractor was to begin work Mar 11 and therefore various areas will be barricaded at different times. There will be alternate parking areas and traffic routes during these periods. This repair work is expected to be completed within 60 days.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 20, 1974

For promotion consideration submit AC Form 3330=12.

For reassignment or change to lower grade submit AC Form 3330=57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>PLANT ENGINEERING DIVISION</u>			
74-45	Air Conditioning and Heating Equipment Operator, WG-5401-9	AAC-55	JE-5401
<u>DATA SERVICES DIVISION</u>			
74-46	Clerk-Typist, GS-322-4 This is an OCR Typist position.	AAC-340	300-2
<u>FAA DEPOT</u>			
74-47	Secretary (Steno), GS-318-6	AAC-400	318
74-48	Supply Systems Analyst, GS-2003-12	AAC-410	2000
<u>AIRCRAFT SERVICES BASE</u>			
74-49	Supervisory Electronics Engineer, GS-855=13	AAC-840	800
<u>FLIGHT INSPECTION NATIONAL FIELD OFFICE</u>			
FINFO-74-2	CORRECTION/SUPERVISORY AIRSPACE SYSTEM INSPECTION PILOT, GS-2181=15	<u>AFS-510</u>	2181

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Carl A. Geneskie	Flight Insp. Schedule Coordinator	AFS-500	FINFO-73-42
Fred Ross, Jr.	Flight Insp. Schedule Coordinator	AFS-500	FINFO-73-42
James M. Rogers	Flight Insp. Schedule Coordinator	AFS-500	FINFO-73-42
Thomas F. Arbster	Electronics Technician (Inst.)	AAC-940	73-218
Raymond B. Hurst	Electronics Technician (Inst.)	AAC-940	73-218
Howard D. Swanson	Electronics Technician (Inst.)	AAC-943	73-254
Billy H. Miller	Gen. Aviation Opers. Spec. (Inst.)	AAC-950	73-300
Cecil A. Welch	Gen. Aviation Opers. Spec. (Inst.)	AAC-950	73-300
Karroll A. Hayes	Management Analyst	AAC-61	74-18
Lorna Best	Secretary (Steno)	TES-15	TSI-74-4



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

FAA AERO CENTER  
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MAR 14 1974

SPECIAL EDITION

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MAR 14 1974

LIBRARY

CARPPOOLING

LIBRARY

We recently conducted an informal survey to determine the approximate number of carpools which are operating at the Center, and I was quite pleased to learn that approximately one-third of the employees at the Center are sharing rides.

In a letter to all Regional and Center directors, FAA Administrator Butterfield had this to say, in part, about the use of carpools... "the Secretary (of Transportation) asked that each DOT employee be encouraged to participate in a carpool wherever possible. I would like to add my support to this request and urge all FAA employees to exert a special effort to form or join carpools."

I know there are some circumstances which may require some of you to continue using your personal car, but by and large, most of us can help conserve energy through carpooling. With the price of gasoline going up almost every week, carpooling is also a means of significantly reducing the cost of getting to work.

The Credit Union is offering its services to help establish new carpools, and to add new members to those which already exist. You may also wish to use the want ad features of the Wiretap, which are available at no charge.

The Center has always been a leader of the Agency in everything from Bond Drives to Blood Banks. Let's keep up our reputation by leading the way in saving energy.

THOMAS J. CRESWELL  
Director, Aeronautical Center, AAC-1

Distribution: C-8, AAC-5 (50)  
Published by the Public Affairs Office, AAC-5



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-10 MARCH 20, 1974

## FIRST COMMISSIONINGS IN PHASE II

### DIVISION CHIEFS NAMED

Four FAAers were recently named regional Division chiefs. Included are Ray Van Vuren, Chief, Air Traffic Division and Paul K. Bohr, Chief, Airway Facilities Division, both of the Eastern Region, and Paul J. Baker, Chief of the Flight Standards Division, Southwest Region and James E. Purcell, Chief of the Flight Standards Division, Great Lakes Region. Van Vuren moves from the Rocky Mountain Region where he was also Chief of the AT Division. He had been a special assistant to the Associate Administrator for Operations in Washington. Bohr was promoted from the job of supervisory general engineer, Airway Facilities Division, Rocky Mountain Region. Baker moved over from the New England Region where he also had been Flight Standards Division Chief. Purcell was promoted from Chief, Aircraft Services Base, at the Aeronautical Center.

## RADAR AUTOMATED AT 2 CENTERS

The automation of FAA's air traffic control system took another giant step forward at the Los Angeles and Kansas City enroute centers last week when computer-driven radar display systems, alphanumeric, went operational. Like the ARTS III system used at terminals, this sophisticated equipment shows identity and altitude information for aircraft targets. These are the first two of 20 enroute centers serving the contiguous U.S. to achieve this capability. Radar data processing is Phase II of the center automation program. The first phase was basically completed in February 1973 when all 20 centers were joined in a nationwide computer network for the automatic transfer of flight data. Phase II involves direct readout of aircraft identity, altitude and other flight information on the controller's radar scope. This information is presented in the form of electronically-generated data tags which follow the related aircraft target or "blip." In the system used currently at ARTCCs, controllers have only a two-dimensional (range and bearing) picture of aircraft position. The third dimension--altitude--must be obtained through voice communications. Also in the present system there is no provision for electronically tagging and tracking individual targets. When both phases of the system are completed, they will be tied in with the automatic radar terminal system (ARTS III) located at more than 60 airports to provide an integrated system of air traffic control.

ONE GOOD WAY TO SAVE YOUR BREAD - U.S. SAVINGS BONDS

DISTRIBUTION: C-8  
AAC-5 (50)

PUBLISHED BY THE  
PUBLIC AFFAIRS OFFICE, AAC-5

TERMINAL CONTROL AREA PROGRAM MOVES AHEAD . . . The fourth and fifth Group II TCAs are scheduled to go into effect at Houston and Denver on March 28. Group II TCAs are characterized by somewhat less stringent requirements than Group I. For instance, in Group I TCAs, virtually all planes must carry transponders. In Group II TCAs, this rule does not apply to VFR flights or to IFR flights to or from an airport other than the primary airport. Also, student pilots are not prohibited from landing at the primary airport in Group II TCAs. The first three Group II TCAs became effective early this year in St. Louis, Seattle and Minneapolis, and a sixth goes into effect in Pittsburgh in May. Additional Group II TCAs are planned for Las Vegas, New Orleans, Cleveland, Detroit, Kansas City and Philadelphia.

TRAFFIC DROPS ALONG WITH FUEL LEVEL . . . Air carrier operations at FAA towers decreased significantly in January due to the imposition of fuel constraints. According to preliminary figures from the Office of Aviation Economics, there was a 14.4 percent decrease in January 1974 over January 1973. The Office of Aviation Economics has initiated a program to analyze traffic activity at selected controlled airports to assist in assessing the impact of the fuel shortage on aviation.

OCEANIC CONTROL TESTS . . . In order to support a new air traffic control concept, an inertial navigation system is scheduled to be installed in the agency's KC-135 jet aircraft this spring. The contract for the equipment was signed recently with Litton Systems, Inc. of Woodland Hills, Calif. The system will be used to demonstrate and test a satellite-supported oceanic ATC communications and surveillance system. The satellite to be used in conjunction with the FAA aircraft is the NASA Applications Technology Satellite F, an experimental unmanned spacecraft designed for the conduct of meteorological, communications, scientific and technological experiments.

BE KIND TO ANIMALS . . . A rule to improve the handling and stowage of pets and other live animals shipped by air has been proposed by the agency. Reports indicate that improper stowage frequently has been the cause or a contributing factor to deaths or injuries of animals being transported in airplane cargo holds. Either the animal containers themselves were improperly secured or other cargo shifted in flight, cutting off the air supply to the animals. FAA's proposal requires that animal containers be secured in cargo compartments to prevent shifting or tumbling during flight and that they be stored in such a manner that ventilation will not be obstructed.

LABOR RELATIONS BRIEFS. . . FAA/PATCO negotiations are scheduled to resume this week in Baltimore after a brief recess.

CUT DOWN ENERGY USE . . . An Advisory Circular to assist airport operators in voluntary actions to reduce fuel and energy consumption has been prepared by the agency. Entitled "A Fuel/Energy Guide for Airport Operators," the circular identifies potential areas at airports where fuel and energy can be conserved; for instance, by reducing the use of escalators and people movers during periods of low activity.

NEW WOMEN'S PROGRAM COORDINATOR . . . Karroll Hayes, AAC-60, is the new Federal Women's Program coordinator and program committee chairman succeeding Helen Gray, who has moved to Washington, D.C. The Federal Women's Program is designed to help Aeronautical Center women employees develop their career potential and opportunities.

FROM YOUR EMPLOYEES ASSOCIATION . . . Gaslight Dinner Theatre tickets - "Fiddler On the Roof" - Mar 21 - \$6.70 ea. 1974 Magic Kingdom Club Cards for Disneyland/Disneyworld. Free coupons for reduced rate tickets for the pro track meet Mar 22. Six Flags Tickets - Adult \$5.75, child \$4.75. EMPLOYEES ASSOC. SPRING DANCE - SAT., MAR 23 - Skirvin Hotel - 9 p.m. to 1 a.m. - \$3.00 ea. \$3.50 ea at door. Silver Dollar Winners - Pick up your dollar at the Employees Assoc. Office.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization is seeking applications for 17 vacancies in the Technical Assistance Airworthiness Project in Brazil. Assignments range from six to 24 months in such positions as assistant project manager; various types of engineering; weights and measures; quality control; flight test engineer; and fuel expert. Salary is expected to be set at GS-13/14 of the International Salary Scale. Applications are due in AIS-29 as soon as possible. Additional information is available at Manpower offices. FAA employees accepting ICAO assignments are entitled to restoration rights.

150 PROGRAM TO BE EXPANDED . . . The 150 Program has gained approval for its expansion to include an additional 100 participants effective July 1, 1974. The program has accounted for the appointment of nearly 800 people to air traffic controller and electronics technician positions and it has been successful in helping FAA accomplish the goal of equal employment opportunity for all people. There has been an 81 percent retention rate for 150 Program participants. All participants in the program are required to pass the Civil Service air traffic controller entrance examination. Specific changes to improve the 150 Program will be announced in the near future.

DISARMAMENT PROPOSAL . . . The agency has proposed a rule that would make anyone attempting to carry a dangerous weapon on board an air carrier aircraft without proper authorization subject to civil penalties of up to a \$1,000 fine in addition to or in lieu of criminal prosecution. Present regulations prohibit any unauthorized person from having a dangerous weapon in his possession while actually on board an air carrier aircraft, but there is nothing which prohibits an armed person from attempting to board the aircraft. Because of this, FAA has been unable to assess civil penalties against persons found carrying unauthorized weapons during pre-boarding screening operations.

PILOT SELF-BRIEFING ON TV . . . One of the agency's newest concepts, pilot self-briefing, is scheduled to be publicized on television this week, on March 21 and/or 22. The self-briefing program and equipment, currently being demonstrated around the country, will be explained on the regular "Aviation Weather" program aired nationally on Thursday and/or Friday nights on the public broadcast system. (Channel 13 in the Oklahoma City area). The self-briefing concept is tied in with the agency's plan for flight service station modernization.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 27, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-52	Medical Records Technician, GS-675-7	AAC-100	675
	<u>FAA DEPOT</u>		
74-53	Electronics Mechanic, WG-2614-11	AAC-440	JE-2614

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
John P. Hyde	Supv. Airspace System Inspection Pilot (Temp. promotion NTE 1 year)	AFS-500	FINFO-74-4
James A. Spigner	Warehouseman	AAC-430	74-7
Forest E. Carlton	"	"	"
Loyd Anderson	"	"	"
Charles L. Couch	"	"	"
Mullen Kemp	"	"	"
George H. Lange	"	"	"
Raymond H. Denton	"	"	"
Monroe J. Ellis	"	"	"
Floyd W. Farrow	"	"	"
Ray Huffman	"	"	"
Earlene Mitchum	Secretary (Steno)	AAC-480	74-13
Charley Fields	Painter Helper	AAC-440	74-14
Elizabeth Donnelly	Supply Cataloger	AAC-490	74-19
Lonnie Henderson	Electronics Technician	AAC-440	73-333
Richard D. Crossley	Electronics Engineer	AAC-1020	73-344
James F. Terrell	Electronics Engineer	AAC-1010	73-345
Barbara Graham	Clerk-Typist	AAC-490	73-362



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-13 March 27, 1974

## CANCER CRUSADE

"If you don't know cancer's warning signals, how do you know you haven't got one," is the theme of the American Cancer Society's 1974 educational crusade starting April 1. Among other things, the Society reminds the public that this year more than one million Americans will be under medical care for cancer. Time is the most important defense against cancer. If diagnosed in an early stage, cancer is one of the most curable of the major diseases, the Society reports.

## HIJACK: 50 YEARS

After a prosecutor urged a penalty "so severe that others will think twice before attempting it," an airplane hijacker was sentenced to 50 years in prison last week. He was convicted of hijacking a National Airlines jet on a flight from Philadelphia to New York in June 1972.

## CLOSE RELATIONSHIP WITH EPA

### AIRCRAFT NOISE PROGRESS CITED

Testifying on aircraft noise before Congress last week, Frederick A. Meister, Acting Associate Administrator for Plans, said the Noise Control Act of 1972 "has proved to be very constructive legislation." In the first 17 months under the Act, Meister added, FAA and the Environmental Protection Agency have evolved a close working relationship. "We have generally found this consultation to be constructive, objective and timely," he said. In addition, Meister emphasized that the FAA has established an excellent record in noise control, noting that FAA already has initiated action on nine of ten regulatory proposals recently published by EPA. Following up Meister's appearance before Congress, the agency issued an advance notice of proposed rule making concerning the establishment of two-segment approach procedures on more than 100 runways at 58 airports. If adopted, the procedures could cut noise levels in airport communities from five to 15 decibels since aircraft would begin their descent closer to the airport. Fuel savings also would result since power would be lowered during the initial approach phase.

## AFTER HOURS COLLEGE

FAA's after hours college education opportunity programs have been set up at the first five of 20 projected locations. Programs in the 20 locations will supplement similar programs already established individually at several FAA facilities. Under the opportunity program, which leads to a bachelor degree, colleges will give employees up to two years of credit based on FAA technical and managerial training and in some cases on work experience. The program has been set up in (Continued on page 3)

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SECOND CAREER MONEY TAXABLE . . . On Feb. 26 FAA received a ruling from the Internal Revenue Service which concluded that payments made by the FAA to or for air traffic controllers for the purpose of training them to qualify in a second career are includable in the controllers' gross income and are wages for income tax withholding purposes. FAA is further studying the ruling to evaluate possible actions which could provide relief. In the interim, personnel involved are being advised that the money is considered taxable income and will be reported on W-2 statements beginning with the calendar year ending Dec. 31, 1974.

CLEAR AIR TURBULENCE STUDY . . . A report on the results of an aviation weather study carried on by the agency over the past year and a half was given recently to the American Meteorological Society in Salt Lake City by Fred Eide of Flight Standards Service in Washington and Bill Molesworth of the San Francisco ACDO. The study, which was based on special reports from airline pilots flying the Pacific, was aimed at reducing the number of turbulence accidents and incidents. It pointed up many ways to improve forecasting, including the need for more pilot reports to update weather data. Improved forecasting would give pilots an opportunity to either avoid turbulence or make preparations for it. Air carrier inspectors at Air Carrier District Offices throughout the U.S. will be briefed on the study.

TUBE TESTING PROGRAM . . . Because FAA is probably the world's largest user of cathode ray tubes, the agency is acting to develop a tube tester that will indicate the condition and life expectancy of tubes after they have been in use for certain periods. Tests are underway at NAFEC on a tube tester ordered from System Research Lab, Dayton, Ohio. The device will be used to test the types of cathode ray tubes used in radar and readout displays in centers, towers and other facilities in order to develop specifications for tube testers that could be placed in such facilities. A tube tester would provide more objective data than determinations made now by eyeball and length of service information. FAA replaces 5,500 cathode ray tubes each year.

FAA TO GUARANTEE LOAN . . . The agency has guaranteed 90 percent of a \$10.6 million loan to Alaska Airlines to purchase three Boeing 727-90C aircraft, the Administrator announced last week. The airline received the loan from New York's First National City Bank. The three planes to be purchased under the agreement currently are being operated by Alaska Airlines under lease. In all, the Federal government has approved a total of 25 guaranteed loans to local service airlines and other small certificated carriers since the loan program was initiated in 1957 under the Aircraft Loan Guarantee Act.

UNION CENSUS . . . The number of Federal employees covered by labor agreements throughout the government increased by 85,000 in 1973 compared to 1972, according to a recent Civil Service Commission report. Fifty-six percent of the total work force are represented, including 84 percent of wage grade employees and 47 percent of General Schedule employees.

H-P TO DEMONSTRATE CALCULATOR . . . The Hewlett-Packard company will demonstrate a recently announced hand held programmable calculator, the HP65, on Tuesday, April 2, 1974. In addition, the HP35, 45 and 46 calculators will also be on display. All interested employees are invited to attend.

FROM YOUR EMPLOYEES ASSOCIATION . . . Six Flag Tickets - Adult \$5.75, Child \$4.75. Hockey tickets - OKC Blazers vx. Ft. Worth - Mar 29, Tulsa - Mar 30, 1974 Magic Kingdom Club Cards for Disneyland/Disneyworld. Post your want ad on the bulletin board in the Assoc. Office.

AFTER HOURS COLLEGE (Continued from page 1) . . . Washington D. C., Atlantic City, Atlanta, Tampa, and New York City. In some instances classes are being held at FAA facilities rather than on the college campus. Attendance is a few hours each week during non-working hours. The program is open to all employees at the full performance journeyman level. Locations at which the program is scheduled to be established in the next month or two include Detroit, Memphis, Milwaukee, Des Plaines, Ill., Miami, Des Moines and Wichita. The Aeronautical Center's program, similar to that described above, is an agreement with Oklahoma City University for a degree completion program for FAA specialists. This includes Air Traffic, Airways Facilities, and Flight Standards. Brochures on this program are available from OCU, the Aeronautical Center Training Branch (AAC-17), and the Academy.

GETTING TOGETHER TO SAVE FUEL . . . "The fuel shortage and Air Traffic Control" will be the subject of a panel discussion in Washington on March 28. Arranged by the Air Traffic Control Association, the program will provide a platform for those who are concerned with the air traffic control system and ATC adjustments or modifications that may be needed during the fuel shortage. FAA officials on the panel will include Robert W. Martin, Deputy Director, Air Traffic Service, and Harry Hubbard, Chief, Washington National Airport control tower.

CUT ENGINES WHILE TAXIING . . . In order to save fuel and reduce air pollution, the agency is recommending that four-engine jets shut down one or two engines while taxiing to the terminal after landing or during protracted holds before takeoff. Three-engine jets would shut down one engine. The recommendations are made in an FAA advisory circular distributed to all turbojet aircraft operators. The procedures are not mandatory and the circular advises that they not be used during adverse weather conditions or when the pilot-in-command considers them hazardous or operationally unsuitable. The new procedures were tested at Atlanta International Airport in a joint effort by FAA, the Environmental Protection Agency, the Air Transport Association and the Air Line Pilots Association.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 3, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>ACCOUNTING DIVISION</u>			
74-54	Secretary (Steno), GS-318-5	AAC-22	318
<u>PLANT ENGINEERING DIVISION</u>			
74-55	Custodial Work Inspector Foreman, WS-3569-3	AAC-53A	JE-3569
74-56	Carpenter, WG-4607-7	AAC-55	JE-4607
<u>DATA SERVICES DIVISION</u>			
74-57	Computer Operator, GS-332-6	AAC-340	332
This position has promotion potential to GS-7 without further competition.			
<u>FAA DEPOT</u>			
74-58	Materials & Equipment Inspector & Processor, WG-6901-7	AAC-430	JE-6901
74-59	Supply Clerk, GS-2005-5	AAC-490	2005
74-60	Electronics Technician, GS-856-9	AAC-440	856
One year experience in repair and calibration of test equipment is required.			
<u>AIRCRAFT SERVICES BASE</u>			
74-61	*Sheet Metal Mechanic Helper, WG-3806-5	AAC-800	JE-3806
74-62	Supv. Production Controller, GS-1152-12	AAC-850	1152
<u>FAA ACADEMY</u>			
74-63	Clerk, GS-301-5	AAC-940A	300-B
74-64	Education Specialist, GS-1710-7	AAC-933B	1710

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Clifford G. Sheker	Aviation Safety Specialist	TES-15	TSI-74-5
Kathleen A. King	Clerk-Stenographer	LAX FIFO	FINFO-74-6
Maureen R. Rice	Secretary (Stenography)	ATL FIFO	FINFO-74-7
R. G. Sivard, Jr.	Supply Systems Analyst	AAC-410	74-8
David G. Howard	Electrician Helper	AAC-55B	74-12
Norma Wilkerson	Education Specialist	AAC-922	74-15
Geraldine Sweeney	Supervisory Clerk	AAC-911A	74-16
Marcellous C. Capps	Machinist Foreman	AAC-440	73-341
Frederick Osborne	Electronics Technician	AAC-440	73-359
Mary S. Bartley	Clerk-Typist	AAC-930	73-362
Judith Bachman	Clerk-Typist	AAC-940	73-362

\*This position has promotion potential to WG-11 without further competition.



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

74-14 April 3, 1974

## PACE STEPPED UP

Clyde W. Pace, Jr., has been named Assistant Administrator for the Europe, Africa and the Middle East Region. Pace was previously Director of the Airports Service and before that Deputy Director. Holder of a commercial pilot's certificate with an instrument rating, he has also served as FAA's Deputy Director of the Bureau of National Capital Airports and as Deputy Assistant Administrator for Appraisal. He began his agency career as an airports operation officer in the Central Region.

## ALLEGHENY ON FAA

A recent article about FAA in Allegheny Airlines' employee publication "Jetstreams" had this to say: "The Federal Aviation Administration is an agency charged with maintaining safety of operations along 280,000 miles of Federal airways. Its batting record is pretty good--in fact, the best in the world."

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Published by the Public Affairs  
Office, AAC-5

## \$5.6 MILLION CONTRACT AWARDED

### ARTCC COMPUTERS GET SUPPORT GEAR

FAA will buy equipment to speed up operation and maintenance of the computer display channel (CDC) component of the automated air traffic control system in enroute centers under a \$5,560,000 contract awarded recently to the Raytheon Co., Wayland, Mass. The CDC translates radar beacon information, such as aircraft identity and altitude, for direct display on controllers' radarscopes. Ordered under the contract are 17 Maintenance and Operation Stations which will allow easier system checks of the CDC, quicker connection of a mobile test cart for troubleshooting and faster re-start of the CDC after a problem is corrected. The equipment permits recording of system checks directly onto magnetic tape, consolidates plug-in test points for the test cart in a single location and centralizes all important CDC controls on a single panel for more convenient operation. (Continued on page 4)

## EMPLOYEES TO GET DEFERRED PAY

As a result of a Federal Court ruling, General Schedule Federal employees will receive pay they lost when an annual pay hike was deferred from Oct. 1, 1972 to Jan. 1, 1973. An average of \$160 in lost wages will be paid to employees who were on the rolls at that time. The total payout of \$533 million will be divided between an estimated 3.6 million civilian employees and military personnel. This reflects the salary lost during the deferral period, and both are before withholdings are deducted. At this time agency officials cannot estimate when the one-shot payment will be distributed. Aeronautical Center employees will be notified in the Intercom when such information is received.

BAGGAGE SEARCH PROCEDURES PAY OFF . . . Largely as a result of the passenger and weapons screening procedures initiated by the agency and the Department of Transportation, the number of successful airline hijackings in the U. S. dropped to a satisfying zero during 1973. Weapons detection techniques, carried out with the cooperation of the airlines, uncovered an impressive collection of weapons. In all 2,162 guns, 3,459 explosives and 23,290 knives were found at the boarding gates and prevented from being carried on board aircraft. A total of 3,439 passengers were denied boarding during the year and 3,156 passengers and non-passengers were arrested. These figures are even more impressive when compared to the international aerial hijacking score. Of the 22 worldwide hijacking attempts in 1973, 11 succeeded.

ELT CREDITED WITH SAVE . . . An emergency locator transmitter carried in a light plane was credited by the agency with possibly saving the lives of a man and his family after their plane crashed in the New Mexico mountains recently. The ELT was responsible for guiding search crews to the site of the downed Cessna Cardinal in time to effect a safe rescue. ELTs are small, battery-powered radio transmitters installed in aircraft to send out a continuous signal over the international emergency radio frequency in the event of a crash.

FAA-PATCO NEGOTIATIONS CONTINUE WITH MEDIATOR . . . A mediator from the Federal Mediation and Conciliation Service joined the negotiations between FAA and the Professional Air Traffic Controllers Organization last Tuesday after the parties were unable to agree on a wide variety of issues. Mediation of this type is normal under these circumstances.

SQUELCHING AIRCRAFT NOISE . . . The agency has issued a Notice of Proposed Rule Making which would require the modification or phaseout of noisier jets over the next four years. The proposal applies to all jets weighing 75,000 pounds or more, including those owned by airlines and general aviation operators, and would become effective July 1, 1978. Among the aircraft affected would be the Boeing 707, 727, 737 and the McDonnell-Douglas DC-8 and DC-9. In the proposal, FAA points out that retrofit designs, such as acoustically treated engine nacelles, are either available or are being flight tested for most of the airplane types covered by the proposal. As for the older pure turbojet aircraft, most are expected to be retired by 1978.

150 PROGRAM TO BE EXPANDED . . . The 150 Program has gained approval for its expansion to include an additional 100 participants effective July 1, 1974. The program has accounted for the appointment of nearly 800 people to air traffic controller and electronics technician positions and it has been successful in helping FAA accomplish the goal of equal employment opportunity for all people. There has been an 81 percent retention rate for 150 Program participants. All participants in the program are required to pass the Civil Service air traffic controller entrance examination. Specific changes to improve the 150 Program will be announced in the near future.

FLIGHT STANDARDS CHIEFS MEET . . . A three-day conference of regional and Washington Flight Standards Division Chiefs was held in Atlanta last week. Conferees discussed a wide range of issues relating to management of the Flight Standards safety programs. Topics included: program priorities for FY '75; implementation of the FS key selection system; feasibility of applying open systems planning and matrix management concepts; EEO objectives; and new-emphasis programs such as hazardous materials, cabin safety and airworthiness review.

IN SPRING, FAA WORLD'S THOUGHTS TURN TO FLYING AND ROSES . . . The April issue leads off with FAAers' fondness for "Those X-Rated Birds"--building and rebuilding planes that carry experimental ratings...Featured is an interview with Administrator Butterfield on his past year and his view of the future "From Where I Sit"... "Selling the Sizzle in Education" is on aviation education's effect on a high school in a nosedive..."Flights and Floribundas" gives some tips on rose-growing from a green-thumbed controller ...and a woman operations inspector went "From Phobia to Flying" --overcoming her fear gave her a career. ...You'll also find Direct Line, Faces and Places, Federal Notebook, Small World and a new feature on new field chiefs, Heads Up.

USAF CONTROLLERS TO TRAIN AT FAA ARTCCs . . . Representatives from the Office of Training and the Air Force met with training officers from the Fort Worth, Kansas City, Denver and Seattle Centers in Denver recently to implement an enroute training program for enlisted USAF controllers. Kansas City Center is scheduled to receive the first group of four trainees in July. Subsequently groups of four trainees will be assigned to the four participating centers in the program. Training of Air Force controllers will continue until approximately 150 controllers are available to meet worldwide contingencies.

FAA WORLD MAGAZINE . . . Aeronautical Center employees who are not receiving their copy of FAA World should submit a corrected copy of FAA Form 968, Employee Locator and Emergency Notice, in accordance with AC 1770.8C, AC app. 1.

HEY DIDDLE DIDDLE -- AND THE FORK RAN AWAY WITH THE SPOON. . . Would you believe over 5,000 spoons, forks, and knives have "run away" from the Aeronautical Center cafeterias since last July? This represents an unnecessary operating expense of over \$100 per month which ultimately results in higher food prices to the cafeteria customers. So, if you are the "dish" that has encouraged some of your kitchen cousins to wander, please show them the way home.

April 3, 1974

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RIDE A BUS TO WORK . . . The Employees Association is talking with a local bus company on the possibility of an employees' bus from various sections of the City to the Aeronautical Center. A questionnaire in a recent issue of Wiretap didn't bring quite enough "yes" or "no" responses to make a decision on an employees' bus schedule. Answer the questions in the questionnaire below and send it to EC-X whether your answer is "yes" or "no".

Are you tired of driving your car to work? Finding it difficult to keep gas in the car? Fill out the following survey form and send to EC-X so the Employees Association can go ahead with the feasibility study on providing bus transportation for Employees to and from the Aeronautical Center.

IF BUS SERVICE WERE AVAILABLE WOULD YOU RIDE THE BUS TO WORK?  
YES \_\_\_\_\_ NO \_\_\_\_\_

IF ANSWER IS "YES" WOULD YOU RIDE - EVERY DAY \_\_\_\_\_ 2 OR 3  
TIMES PER WEEK \_\_\_\_\_ OCCASIONALLY \_\_\_\_\_

WHAT WOULD BE THE BEST PICK-UP POINT IN YOUR AREA? (PREFERABLY  
A MAIN INTERSECTION WITH AVAILABLE PARKING) \_\_\_\_\_

Fill in this form and return to Employees Association Office,  
Room 141, Headquarters Building (or mail to EC-X).

FROM YOUR EMPLOYEES ASSOCIATION. . . Six Flag tickets - adult \$5.75, child \$4.75. Hockey tickets for play-offs - April 3-5, \$3.00 and \$4.00 tickets. 1974 Magic Kingdom Club cards for Disneyland/Disneyworld. Mar Car race tickets now on sale.

CDC SUPPORT EQUIPMENT (continued from page 1) . . . The first station will be delivered to NAFEC in about six months. The remaining stations will be delivered at 30-day intervals over a two-year period to the Aeronautical Center, where the equipment will be used in training, and to the 15 enroute centers which use the CDC.

SCIENTIFIC AND TECHNICAL REPORTS LISTED . . . A list of 66 scientific and technical reports available to the public was released last week by the agency. The list covers the period from July through Dec 1973 and updates an earlier list released on Oct 12. The reports cover aircraft, airports, air traffic control, aviation medicine, communications, navigation, weather, and miscellaneous subjects. Copies of the list may be obtained from the FAA, Office of Information Services, AIS-300.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 10, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PLANT ENGINEERING DIVISION</u>		
74-66	Electromotive and Powered Ground Equipment Mechanic, WG-5801-8	AAC-56	JE-5801
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-67	Medical Records Technician, GS-675-5	AAC-100	675
	<u>CENTER WIDE</u>		
For positions anywhere in the Aeronautical Center			
74-68	Clerk-Typist, GS-322-4		300=2

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
John A. Amme	Electronics Tech. (Instruction)	AAC-940	73-218
David T. Crenshaw	" " "	"	"
Robert W. Otto	" " "	"	"
Robert M. Barton	General Aviation Operations Specialist (Instruction)	AAC-950	73-300
Ralph Cooper	Supervisory Computer Operator	AAC-340	73-316
Lawrence Gilliam	" " "	"	"
Edwin Mitchell	" " "	"	"
Donnie Wynne	" " "	"	"
Marvin Conway	Supv. Equipment Specialist (Gen)	AAC-820	73-349
Carolyn S. Coy	Procurement Clerk (Typing)	AAC-720	74-23
Karen M. Fabela	" " "	"	"
Margaret A. Whitten	" " "	"	"
Patricia A. Savage	Computer Programmer	AAC-330	74-30
Clyde S. Baxter, Jr.	Aircraft Brake Repairer Helper	AAC-800	74-32

April 3, 1974

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TAKING A LOOK AT OBSTRUCTION LIGHTING . . . In order to save energy the agency is planning a nationwide review of existing obstruction lighting and is asking the cooperation of building owners and tenants in determining where such lighting might be eliminated without compromising safety. Examples of where obstruction lighting might be eliminated include lights on buildings or towers where taller structures have been built in the immediate vicinity; lighting in the neighborhood of airports that have been closed down; lighting installed to comply with standards that are now obsolete; or lighting in areas where minimum enroute altitudes have been raised or aeronautical procedures amended.



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

74-15 April 9, 1974

## BUTTERFIELD:

### 'SAFETY WITHOUT QUALIFICATION'

In the following letter sent to top FAA officials recently, Administrator Butterfield reemphasizes the agency's role in ensuring aviation safety:

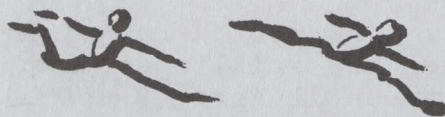
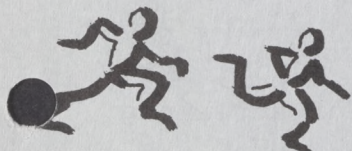
As leaders in this proud organization we have a great many important responsibilities--but chief among them is aviation safety. All of you know this, of course. And it's no secret, I'm sure, that I didn't bring the idea with me when I assumed this post. The safety concept is the very concept on which the foundation of the FAA was built. It is the principle behind our every effort to better represent and serve United States civil aviation. I think the Federal Aviation Act and its entire legislative history make this eminently clear. Nevertheless, there are moments when pressures, whether imagined or real, seem to preempt or take on more importance than the safety considerations. It is because I recognize this fact, because I know it happens from time to time, that I want each of you to be fully aware of my personal and unalterable commitment to carry out our safety responsibilities without qualification. And if we err at all, I want it to be always on the side of safety. In recent months and weeks we have taken some rather significant actions on behalf of aviation safety, and I think most of them will have a profound effect on further improving this highly complex system of which we are the stewards. In a few of these instances, as anticipated, we have been criticized. But that does not bother me in the least--and it should not bother you. I know we are right. As I have said so many times, we are on the side of RIGHT. If we remain in close contact with each element of the aviation community, stay open and honest in all of our dealings, and do our jobs conscientiously and well, we will have nothing whatever to fear...and the FAA will continue to best serve the needs of the public.

## TECHNICIANS HONORED

Administrator Butterfield recently nominated Airway Facilities maintenance and installation personnel for the Robert J. Collier trophy which is awarded annually by the National Aeronautics Association to individuals or groups for outstanding contributions to aviation. In making the nomination the Administrator praised these employees for their contributions to the service and safety of the flying public.

## THE BARE FACTS

Airplanes may streak through the skies, but four young men decided to streak through the Santa Monica GADO recently. Before GADO personnel could cite them for streaking without a valid certificate, they slipped into a waiting car and vanished.



Distribution: C-8 (AAC-5 50)

Published by the Public Affairs Office, AAC-5

REQUEST FOR PINK ENVELOPES . . . Return any reusable Telegraphic Routing Envelopes (pink) AC Form 1770-8, to the Communications Section, AAC-44C. These forms can be reused if they are returned by the receiving offices.

MIDWAY REUNION . . . The Third Annual Chicago Midway Airport Reunion will be May 11, 1974 at 7:00 p.m. through 1 a.m. at Ford City Millionaires Club, 7601 S. Cicero Avenue, Chicago, Illinois. Make reservations not later than April 19 with checks payable to Dan Comerford, Chief, Meigs ATCT, 14th St. & Lake Front, Chicago, Ill. 60605. The complete prime rib dinner is \$16.50 per person, \$31.50 per couple. CGX ATCT - Op: 312-353-4400 Com 939-2303.

FIRE ALARM SIGNAL . . . Any fire in an Aeronautical Center building which is sufficient to warrant evacuation of personnel will be transmitted via the public address system in the form of a 30 second uninterrupted siren type tone. Some buildings are equipped with fire alarm bells and these will also ring. All fires should be reported immediately upon detection by calling extension 2444 and activating the nearest manual fire alarm pull box. (NOTE: Employees should add this information to page 64 of their Center telephone directory).

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO).  
MONTREAL = 2 years: PC-3/74 Chief, Communications Section, P-5 (GS-13/14), Communications Section, Ground Branch, Air Navigation Bureau. PC-4/74 Technical Officer, P-4 (GS-12/13), Operations/Airworthiness Section, Flight Branch, Air Navigation Bureau. Applications due in AIA-29 by April 19. Additional information about duties, salary, qualifications and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

FROM YOUR EMPLOYEES ASSOCIATION . . . Six Flag Tickets = Adult \$5.75, Child \$4.75. 1974 Magic Kingdom Club Cards for Disneyland/Disneyworld Mar Car Race Tickets now on sale for Friday nights. Purchase your Hunting & Fishing Licenses in our office.

COST ALLOCATION STUDY DEFERRED . . . Because of the potential impact of the nation's energy problems on aviation, the Department of Transportation will delay sending to Congress any legislative proposals for a greater degree of recovery of the costs of the Federal airport and airway system from civil aviation users. In announcing the delay, Secretary Brinegar said, "We have concluded that it would be inappropriate to submit legislative proposals until we understand these near-term issues more clearly. We will continue our analysis with the aim of submitting legislation to the Congress as soon as it appears appropriate to do so." Part I of the Cost Allocation Study, which the Department was directed to carry out by the Airport and Airway Development and Revenue Act of 1970, was submitted to Congress in Sept. 1973. Part II of the study has been delayed by the uncertain energy situation.

X-RAY ORDER DELAYED AGAIN . . . Airport X-ray machines for screening passengers' carry-on bags are still operating, following a Federal judge's third delay--until April 9--of his own order calling for a halt to the use of the machines. The court order stems from legal action brought by a Ralph Nader consumer group.

FAA UNVEILS NEW PERSONNEL MANAGEMENT EVALUATION PROGRAM . . . Employee participation will be an important part of a comprehensive new FAA Personnel Management Evaluation Program designed to improve the effectiveness of personnel, training and labor relations activities throughout the agency. The primary objective of this effort will be to assure that these activities better serve the needs of both employees and management. The evaluation program will be based primarily on: (1) continuous self-evaluation by all jurisdictions of their personnel management activities; and (2) periodic on-site formal reviews conducted by Headquarters-led Program Evaluation and Assistance Teams. Included in both phases of the evaluation will be interviews with a representative sample of employees, supervisors, managers and union officials concerning strengths and weaknesses of the personnel management program and recommendations for improvement. The first on-site review will be conducted in the Great Lakes Region April 15-26.

CONTROLLER TRAINING PROGRAMS STUDIED . . . As a result of changing conditions within the FAA, the Institute for Defense Analysis is being employed to review terminal and enroute air traffic controller training including qualification, refresher and proficiency training. The institute will recommend the optimum design and program location considering system cost, effectiveness, capability and other relevant factors. Regional Directors have been asked to express their views on how and where the training should be conducted. Some of the questions the study is expected to answer are: how much and what parts of the training should be done at the facility level and how much at a centralized location, and what type of simulation devices should be used.

FAA-PATCO NEGOTIATIONS RECESSED . . . Negotiations between FAA and the Air Traffic Controllers Organization were recessed March 29 by mediators from the Federal Mediation and Conciliation Service. No date has yet been set for resumption of negotiations.

ELECTRICITY RACES THE MAIL . . . FAA will begin tests next month of a telecommunications system to send selected monthly financial and accounting reports from the regions and centers to Headquarters. The system, which will use Control Data Corporation facilities, is aimed at avoiding delays and damage caused by mailing computer punch cards containing the information. Data sent from the field will be recorded on magnetic tape at Control Data Corp.'s office in Bethesda, Md. and forwarded to FAA. During the trial period, punch cards will continue to be sent to Washington.

NEW RULE FOR SMALL AIRPORTS . . . The agency has issued a proposed rule which would allow airports served by air carriers on an unscheduled or irregular basis or those using small aircraft to receive FAA operating certificates based on an individual assessment of safety requirements at each location. At the same time, the agency extended the deadline from April 2 to Aug. 15, 1974 for these airports to obtain provisional operating certificates and show how they plan to comply with the airport certification regulations. FAA already requires operating certificates for all airports serving air carriers on a regularly scheduled basis.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: April 17, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

An incumbent selected for a position with promotion potential will not be promoted automatically when qualification requirements are met. Such promotions will depend upon performance and agency policy at that time.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>MANPOWER DIVISION</u>			
74-69	Personnel Staffing Specialist, GS-212-11	AAC-14	200
74-70	Position Classification Spec., GS-221-12	AAC-15	200
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
74-71	Mail Clerk, GS-305-4	AAC-45D	300-B
74-72	Secretary (Stenography), GS-318-5	AAC-43	318
<u>MANAGEMENT ANALYSIS DIVISION</u>			
74-73	Management Analyst, GS-343-12	AAC-60	343
<u>Special Job Requirements</u> - Excellence in oral and written communication abilities. Applicants must furnish a copy of a written assignment or develop a paper on any subject that will present a recommendation for action where more than one alternative existed. Forward with bid sheet.			
<u>CIVIL AEROMEDICAL INSTITUTE</u>			
74-67	CORRECTION/MEDICAL RECORDS TECHNICIAN, GS-675-5	AAC-100	675
This position has promotion potential to GS-6 without further competition.			
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
74-74	Aircraft Regulations Specialist, GS-301-11	AAC-250	301-7
Requires a knowledge of aircraft registration procedures and recordation of security instruments against aircraft.			
<u>DATA SERVICES DIVISION</u>			
74-75	Secretary (Stenography), GS-318-5	AAC-300	318
74-76	Computer Operator, GS-332-5	AAC-340	332
This position has promotion potential to GS-7 without further competition.			

PROMOTION PLAN ANNOUNCEMENT (Continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>FAA DEPOT</u>			
74-77	Supply Clerk, GS-2005-4	AAC-482	2005
This position has promotion potential to GS-5 without further competition.			
74-78	Secretary (Stenography), GS-318-5	AAC-490	318
<u>PROCUREMENT DIVISION</u>			
74-79	Purchasing Agent, GS-1105-5	AAC-723	1105
This position has promotion potential to GS-6 without further competition.			
74-80	Purchasing Agent, GS-1105-6	AAC-723	1105
<u>AIRCRAFT SERVICES BASE</u>			
74-81	Electronics Technician, GS-856-9	AAC-800	856
Requires satisfactory completion of SAFI course. This position has promotion potential to GS-11 without further competition.			
<u>FAA ACADEMY</u>			
74-43 (1)(2)	General Aviation Operations Specialist (Instruction), GS-1825-12/13	AAC-952	1825
74-44 (1)(2)	Electronics Engineer (Instruction), GS-855-11/12	AAC-940	800
74-50 (2)	Supervisory Electronics Engineer (Instruction), GS-855-14	AAC-940	800
74-51 (1)(2)	Electronics Technician (Instruction), GS-856-9/11	AAC-943.A1	856

(1) Applicants selected at the lower level have promotion potential to the higher level without further competition.

(2) An employee selected for this position must sign an agreement to rotate out of the FAA Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Martis H. Nettles	Electronics Technician (Inst.)	AAC-940	73-218
Andrew L. Slappy	" " "	"	"
Stephen Chreptak	Education Specialist	AAC-920	73-350
Laveta M. Franklin	Clerk-Typist	AAC-53	73-362



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-16 April 17, 1974

## EXEC TRAINING NOTES

This year's group of 11 Executive Development Program participants recently finished the initial development phase of the program. This consisted of formal training and assignments in the regions. These potential top executives are now entering their intermodal assignments or one- or developmental assignments. Members of the first group who are currently working in key assignments throughout the agency include: Henry Christiansen, who came to the program from Management Training School, now Chief of the Appraisal Staff in the Southwest Region; Benjamin Demps, Jr., who was Acting Deputy Chief of the N.Y. Common IFR Room, now Deputy Superintendent of the FAA Academy; and Richard Failor, Chief of the Chicago ARTCC when he entered the program, now Executive Officer of the Southwest Region. Reaborts of other exec trainees coming in future issues.

## AHEAD OF SCHEDULE

### 64 PRE-FAB TOWERS COMPLETED

All 64 prefabricated, low-activity airport control towers built on a contract awarded on April 1, 1972 have been accepted by the agency ahead of schedule from the Hunt Building Corp., El Paso, Tex. All but one of these is scheduled to be commissioned before the end of April. Commissioning of the new tower at Providence, R.I.-- a relocation job--is being delayed while terminal nav aids are tied into the new facility. Commissioning of that tower is scheduled for July, a month ahead of schedule. The first tower, built at Chino, Calif., was accepted by FAA on Nov. 13, 1972 and commissioned on Dec. 18, 1972. Contracting on a so-called "turnkey" basis, meaning the towers would be ready for occupancy when turned over to FAA, the manufacturer performed design, site work, fabrication, erection, furnishing and (Continued on page 2)

### BUTTERFIELD SPEAKS OUT ON SAFETY

In recent testimony before Congress, Administrator Butterfield outlined several aviation safety actions FAA is either taking or considering. He said an understanding between FAA and the National Transportation Safety Board is being worked out to ensure expeditious analysis and action on the Board's recommendations. Reorganization within the FAA, he said, will bring all safety-related functions under the Associate Administrator for Aviation Safety. He said that plans to centralize aircraft certifications by the agency are also under study. He concluded by pointing out that he has directed "all offices concerned to utilize Airworthiness Directive procedures in all future situations when a design change is needed to correct an unsafe condition."

Distribution: C-8 AAC-5 (50)

Published by the Public Affairs Office, AAC-5

GETTING READY FOR THE JETS . . . As the agency gears up for the introduction of jet flight inspection aircraft, maintenance and avionics technicians are attending a variety of manufacturers' schools. Most of the 75 to 80 technicians who will maintain the Jet Commander aircraft have completed their training. Eight classes of technicians have taken the General Electric jet engine course in Lynn, Mass. Sabreliner maintenance training will start in June when the first of nine classes, to train 100 technicians, will begin. The avionics technicians, who will maintain the sophisticated electronic systems in these aircraft, also are engaged in a heavy training program and are attending classes conducted by various equipment manufacturers. The first of the Jet Commanders is scheduled to be delivered to the agency this spring and the first Sabreliner late this summer.

MONITOR CONSOLES AT ALL ARTCCs . . . System Maintenance Monitor Consoles have now been delivered and accepted at all 20 enroute centers in the National Airspace System. The last of these consoles was accepted by the Miami Center last week, a month ahead of schedule. The console interconnects with all the various subsystems in the NAS system including communications equipment. Lights on the console indicate the status of the equipment--on-line, off-line, in maintenance and so on. The console, which is monitored 24 hours a day by the facility system engineers, is also connected to a printer that prints out the equipment's status periodically.

PRE-FAB TOWERS (Continued from page 1) . . . installation of electronic and other equipment. The towers vary in height from 30 to 70 feet and can be expanded in 10 foot modules to a maximum of 90 feet. Towers over 50 feet are furnished with an elevator. The entire facility can be dismantled and relocated should future airport expansion require it. The 64 towers are located in 33 states and Puerto Rico. A second group of 31 modular towers are to be constructed by AVCO International of Cincinnati. Of these, 16 are in progress.

FIRE PROTECTION REGULATION PROPOSED . . . In an effort to further enhance fire protection in turbine-powered transports, the agency has proposed a new regulation that would require fuel tanks and fuel venting spaces on these aircraft to be equipped with explosion prevention systems. The proposal would apply to all large turbojet aircraft (over 12,500 pounds) used for commercial purposes. In-service aircraft would have to be retrofitted with this equipment within three years of the effective date of the rule. Within two years of the effective date, manufacturers would be required to have this equipment installed in order to receive an airworthiness certificate. Under the proposal, either a system that maintains a continuous nonflammable atmosphere in fuel tank and vent spaces or a system that arrests or suppresses a fire or explosion once initiated could be used.

AERONAUTICAL CENTER TELEPHONE DIRECTORY: A new directory is being prepared for printing and if information on your Employee Locator Card (FAA Form 968) is out of date, you should see that a new one is prepared and forwarded to AAG-44C. The deadline is Friday, April 26.

FROM YOUR EMPLOYEES ASSOCIATION . . . Six Flag tickets - Adult \$5.75, child \$4.75. 1974 Magic Kingdom club cards for Disneyland/Disneyworld. Mar Car race tickets - Adult \$2.40, teen \$1.60, child \$0.80. FAA night at Gaslight Dinner Theatre - "One Flew Over the Cuckoo's Nest" - May 16 - \$6.70 each.

SECRETARIES HONORED . . . The last week in April is set aside each year to honor that indispensable, irreplaceable Gal Friday - our secretaries. All across the nation, special ceremonies will be honoring these ladies next week. Here at the Aeronautical Center let's give the secretaries an extra warm smile and a sincere thank-you during National Secretaries week.

ASSOCIATION AND ACADEMY REACH TENTATIVE AGREEMENT . . . The Association of Academy Instructors, Inc. and FAA Academy management reached a tentative agreement on a contract. After bargaining for approximately two months and reaching an impasse, representatives of the union and management signed the preliminary agreement April 10, 1974. A commissioner from the Federal Mediation and Conciliation Service was present during the final bargaining sessions and was instrumental in obtaining agreement by the parties. The provisions of the contract will be effective upon ratification by the members, Washington approval, and final signature approvals.

NEPOTISM EXPLAINED . . . The Office of Personnel advises that public officials are prohibited from appointing, employing, promoting or advancing relatives to positions in their agencies or advocating such personnel actions. A public official includes any supervisor who selects or recommends a specific individual for a position or initiates recommendations for personnel actions. FAA officials are prohibited from advocating the appointment, employment, promotion or advancement of any relative anywhere in the entire Department of Transportation. FAA's policy of not placing close relatives in positions where one relative may directly or indirectly supervise, control or influence the work of the other relative is unchanged. For the 1974 Summer Employment Program, which includes all temporary jobs that begin after May 12 and end before October 1, certain family restrictions apply. Ordinarily, sons and daughters of FAA civilian and military personnel may not be appointed to summer positions anywhere in the Department of Transportation. Exceptions to this restriction will be permitted only when (1) the appointment is from the summer employment examination, (2) no other eligible person with the same or higher rating is available and (3) the appointment is proper under agency regulations governing the employment of relatives as contained in PT P 3300.7. Questions about rare exceptions to this policy should be referred to your servicing Manpower Office.

SWATEK CHAIRS ICAO DELEGATION . . . Phillip M. Swatek, Southern Region Director, is in Montreal, Canada, to Chair the 16 member U.S. delegation to the International Civil Aviation Organization's 8th Air Navigation Conference. During the meeting which is scheduled to run from April 17 to May 11, 1974, a number of items will be discussed including airport design, equipment, operations and meteorological services.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 24, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PLANNING STAFF</u>		
74-84	Secretary (Stenography), GS-318-5	AAC-6	318
	<u>ACCOUNTING DIVISION</u>		
74-85	Accounting Clerk, GS-501-5	AAC-21B	500
	<u>FAA DEPOT</u>		
74-86	Warehouseman, WG-6907-6	AAC-430	JE-6907
	<u>AIRCRAFT SERVICES BASE</u>		
74-87	Engineering Technician, GS-802-4	AAC-800	802-1
	This position requires two years of general experience and no specialized experience.		
	<u>FAA ACADEMY</u>		
74-88	Clerk-Stenographer, GS-312-4	AAC-920	300-2

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Johnnie T. Sandhaus	Electronics Technician (Inst.)	AAC-940	73-254
Lawrence J. Even	ATC Spec. (Station-Instruction)	AAC-930	73-299
John F. Keuhn	"	"	"
Leslie M. Loller	"	"	"
John J. McLaughlin	"	"	"
Charles E. Sims	Electronics Technician	AAC-440	73-353
Virginia Cornell	Secretary (Stenography)	AAC-350	74-28
Joseph S. Morris	Electronics Technician	AAC-440	74-38
Isaac L. Brown	Contract Specialist	AAC-700	74-42
Jimmie Williams	"	"	"
Patricia L. Webb	Secretary (Stenography)	AAC-400	74-47



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

74-17 April 24, 1974

service to man in flight

~ FAA AND NAATS GROUPS MEET

## BACK TO SCHOOL WEEK

The second FAA Executive School follow-up seminar was held the first week of this month in Charlottesville, Va., for 24 top executives from throughout the agency. Among those attending were three Regional Directors: Henry L. Newman, Southwest Region; Chris B. Walk, Jr., Northwest Region, and Robert H. Stanton, Eastern Region. Among the discussion leaders were top Washington executives including Acting Deputy Administrator James E. Dow. In addition to agency speakers, Robert Morris of Commonwealth Associates, Inc. of Washington, D.C., spoke on "transactional analysis"-- another way of looking at communications and human interaction. The seminar, designed to keep top agency officials abreast of the latest management techniques and ideas, was characterized by one regional director as "an outstanding experience."

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## FSS POSITIONS TO BE STUDIED

The FAA/National Association of Air Traffic Specialists (NAATS) Classification Factors Study Group met in Washington Headquarters March 26 through April 5 to lay the groundwork for a comprehensive study of positions held by flight service station specialists. The study group will determine how the responsibilities of flight service specialists have changed since the 1968 Occupational Study for Air Traffic Control Specialists (station) was conducted. To analyze the impact of any changes which may have occurred, a broad sampling of 28 flight service stations with more than 400 employees will be taken. Fact gathering trips will be made in various parts of the country including the East, West, Great Plains States and Alaska. Information from the selected stations will be analyzed to form the basis of the group's final conclusions and recommendations.

## N.Y. COMMON IFR ROOM MODERNIZED

The revamping of the New York Common IFR Room is proceeding on schedule. In fact, work on the Newark and LaGuardia sectors of the IFR Room has been completed. This was done on an "in service" basis, i.e., the facility was doing business as usual while the equipment was being relocated and while the room was being expanded to twice its original size. Although the original ARTS IA radars are being retained, new consoles have been provided. Also a number of new positions have been (continued on page 3)

## DON'T FORGET YOUR SECRETARY

It's not too late to give a word of encouragement or some other expression of appreciation to your secretary in observance of National Secretary week. It's this week, you know. Employees of the Public Affairs office wish to extend their appreciation to the secretaries throughout the Aeronautical Center for their assistance on countless occasions each week in helping with information and arrangements for various functions.

IFR ROOM MODERNIZED (Continued from page 1) . . . added, and four additional communications frequencies have been installed. Work on the third phase of the project--the reconfiguration of the JFK sectors--is scheduled to be completed next month. The modernization project is expected to handle the anticipated traffic growth over the next five years. After that a completely new facility is envisioned.

NEW LAW AFFECTS FEDERAL EMPLOYEES . . . As a result of a new law signed by the President on April 8, coverage of the Fair Labor Standards Act has been extended for the first time to Federal employees. Heretofore, the Act has applied only to workers in private industry. Beginning May 1, the effective date of the new law, many--though not all--Federal employees will be covered by the provisions of this Act relating to overtime and minimum wages. Overtime of employees not covered by these provisions--known as "exempt" employees--will continue to be governed by existing Civil Service laws and regulations. Other provisions of the Act, such as the prohibition against discrimination on the basis of age, will apply to all employees. The Civil Service Commission will issue implementing regulations as soon as possible, including the definition of exactly which employees are exempt from the overtime and minimum wage provisions, and which are non-exempt. Generally speaking, this will depend on the employee's duties and duty station: as a very rough guide, overseas employees and certain employees in executive, administrative, and professional positions are exempt. However, each of these categories must be defined by the Civil Service Commission. At this time there is no certain information on the effect of the new law on FAA, but the Commission indicates that no Federal employee will have his pay reduced to conform to the Act. Further information will be provided to you as soon as possible.

CONGRESSIONAL HEARINGS . . . FAA is scheduled to participate in four Congresssional hearings during the next five weeks on such subjects as transportation of hazardous materials, aircraft noise and collision avoidance systems. The first involves the House Interstate and Foreign Commerce Committee, Subcommittee on Investigations, which has scheduled hearings on air transportation of hazardous materials beginning April 25. In addition, the House Government Operations Committee, Subcommittee on Government Activities, has tentatively set hearings beginning May 22 on transportation of hazardous materials, FAA contract procedures, and certification of commuter airlines. Finally, the Senate Commerce Subcommittee on Aviation has scheduled hearings May 16 on aircraft noise and May 21 on collision avoidance systems.

FROM YOUR EMPLOYEES ASSOCIATION . . . Six Flag Tickets - Adult \$5.75, child \$4.75. 1974 Magic Kingdom Club Cards for Disneyworld/Disneyland Mar Car Race Tickets - Adult \$2.40, teen \$1.60, child \$0.80. FAA night at Gaslight Dinner Theatre - "One Flew Over the Cuckoo's Nest" May 16 = \$6.70 each. On a trial basis for the month of May there will be BUS SERVICE ON Mac ARTHUR. Purchase your ticket at the Employees Association office.

SIGN TAKERS ARE "OUT OF ORDER" . . . Maintenance personnel sometimes post a sign reading "elevator out of order for repair," on the corridor side of elevator doors. The removal of any of these signs by an unauthorized person could endanger the life of a fellow employee. Such was the case recently when an elevator was needed for a stretcher patient. The elevator was summoned and after waiting several minutes for it without a response, it was determined that the elevator was out of service. A later follow-up revealed that someone had removed the "out of order" sign on the particular floor involved. Removal of these signs could also create a safety hazard to maintenance personnel servicing the elevator. These signs must only be removed by the maintenance employee who originally posted them. The cooperation of all employees is necessary concerning this matter and will be appreciated.

EMPLOYEE BUS SERVICE TO BEGIN MAY 1ST . . . Employee bus service will be implemented on a one month trial basis beginning May 1st. Cost per person will be \$22.00 (\$1.00 per day). Bus will be air conditioned. The trial run will begin at MacArthur and N. W. 78th, with stops at MacArthur and N. W. 63rd, MacArthur and N. W. 39th, MacArthur and N. W. 23 and goes on into the Aeronautical Center. Bus will hold 45 passengers and passes will be sold on a first come first served basis. The pass will be transferrable and sold only on a monthly basis. Tickets may be purchased at Employees Association office, and exact location of bus stops will be available there.

TELEPHONE BOOK PICKUP . . . Boy Scout Explorer Post 604, which meets at the Aeronautical Center, will be picking up the old telephone directories after the new Oklahoma City Directory is issued. It is requested that each office stack the old directories just outside the passageway door on Monday, April 29 for pickup.

SAVINGS BOND CAMPAIGN TO BEGIN MAY 1 . . . Mr. Creswell, area campaign chairman for the annual U. S. Savings Bond participation drive, announced that this year's campaign will be conducted May 1 through May 31, 1974. Mr. Creswell will be assisted by John K. Hall, AAC-3, acting vice-chairman, and James R. Ryan, AAC-16, campaign coordinator. The kick-off meeting was held April 23 in the director's briefing room. Organizational coordinators for this year's campaign and the organizations they represent are: Floyd Gibson (AAC-1-7,9,80); Harry Donceel (AAC-8); R. M. Derdeyn (AAC-10); Frank Dvorak (AAC-20); Bob Oliver (AAC-30); Russell L. Hughes (AAC-40); Bob Railey (AAC-50); Walter Hurst (AAC-60); Bill G. Nolen (AAC-70); Harold J. Levescy (AAC-90); D. R. Goulden (AAC-100); William W. Starr (AAC-200); Doyle Curtis (AAC-300); T. L. Curren (AAC-400); Hersey Wright (AAC-500); Virgil K. Watkins (AAC-800); Keith Lanter (AAC-900); Thomasina A. Plott (AAC-1000); James S. Davis (AFS-500); and Donald P. Largess (TES-15). Mr. Creswell expressed confidence that Center employees again this year will give their usual fine support to this program.

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Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

An incumbent selected for a position with promotion potential will not be promoted automatically when qualification requirements are met. Such promotions will depend upon performance and agency policy at that time.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>MANPOWER DIVISION</u>			
74-89	Supervisory Staffing Assistant, GS-203-9	AAC-14	203
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
74-90	Clerk-Stenographer, GS-312-4	AAC-43	300-2
<u>FAA DEPOT</u>			
74-91	Freight Rate Specialist, GS-2131-8	AAC-430	2131
74-92	Electronics Technician, GS-856-9	AAC-440	856
This position requires one year of experience in communications.			
<u>AIRCRAFT SERVICES BASE</u>			
74-93	Painter Helper, WG-4102-5	AAC-830	JE=0001
This position has promotion potential to WG-11 without further competition.			
74-94	Painter, WG-4102-9	AAC-830	JE=4102
74-95	Painter Leader, WL-4102-9	AAC-830	JE=4102

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: May 8, 1974

\*Submit SF-171, Personal Qualifications Statement and DOT F 3430.1, Performance Evaluation Record for all jobs not located in Oklahoma City, Oklahoma.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-74-8	Supervisory Airspace System Inspection Pilot, GS-2181-14	OKC FIFO	2181
Ingrade/downgrade candidates only.			
FINFO-74-9	Aircraft and Avionics Maintenance Officer, GS-301-13	*BTL FIFO	301-7
FINFO-74-10	Supervisory Electronics Technician (Avionics), GS-856-12	*MSP FIFO	856
FINFO-74-11	Supervisory Electronics Technician (Avionics), GS-856-12	*ATL FIFO	856
FINFO-74-12	Electronics Technician (Airborne), GS-856-12	OKC FIFO	856
FINFO-74-13	Aircraft Mechanic Foreman, WS-8852-10	*LAX FIFO	JE-8852



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

April 25, 1974

## SPECIAL EDITION

It is indeed a pleasure to serve as the Area Chairman for the Aeronautical Center's 1974 U. S. Savings Bond Campaign. Savings Bonds are special ways to help your country and help yourself. You give and yet you save! This is particularly true since Savings Bonds now earn six percent interest. The 1974 drive covers the period May 1 through May 31.

In my other FAA positions I always have noticed the great response given each year by Aeronautical Center people to this Savings Bond Campaign. And in my time at the Center, knowing the caliber of people I work with, I can easily understand why you are always out in front in these drives. It seems that a challenge brings out that community spirit and pride in leadership and country that puts all of us just a notch ahead of others. There is pride in being an Aeronautical Center employee!

I commend all of you for past efforts. This year let's work together to keep our bond buying at the top of the agency list.

THOMAS J. CRESWELL  
Director, Aeronautical Center

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C FAA AC 74-7783



# AERO CENTER Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-18 May 1, 1974

## CITED FOR SAFETY PROGRAMS

### BUY BONDS

In a letter to all DOT employees, Secretary Brinegar has this to say about the 1974 Savings Bonds Campaign which gets into full swing this week: "A regular allotment set aside from each paycheck for the purchase of Savings Bonds through the payroll Savings Plan is the process through which your savings build automatically into substantial reserves. This is the easiest known method of saving for future needs. Therefore, by signing up for payroll savings you will be taking the first step toward establishing a good foundation for personal financial planning, thus guaranteeing greater security for you and your family."

### POGO'S GOOD NEWS FOR 1974:



## YEAR'S TOP FS OFFICES HONORED

The winners of the annual Flight Standards field office awards competition were announced by Flight Standards Director James F. Rudolph last week. Cited for outstanding performance during 1973 in conducting assigned safety programs were: Western Region Quality Assurance System Analysis Review (QASAR) Team in the Engineering and Manufacturing category; Miami Air Carrier District Office in the Air Carrier category; and San Diego Flight Standards District Office in the General Aviation category. No awards were presented in the Aircraft Programs category as these facilities were in the midst of a reorganization in connection with the establishment of the Flight Inspection National Field Office. Selections were made by a special panel of Headquarters officials representing various technical specialties. Each winning office will receive a plaque signed by the Administrator and a certificate at award ceremonies to be held in the field in the near future.

### ACADEMY INSTRUCTORS RATIFY AGREEMENT

The Association of Academy Instructors last week ratified an agreement, previously negotiated with FAA, which permits instructors to stay at the FAA Academy for a term of six years--three tours of two years each--if they so choose. Previously the mandatory cut-off was two tours of two years each. This is the first contract negotiated between the agency and the recently organized Association which represents about 550 non-supervisory instructors at the Academy.

CORRECTION...Last week's Intercom contained incorrect information concerning the pickup of old Oklahoma City telephone directories. Please place your old directories in the halls. The Aeronautical Center Explorer Post 8 will pick them up on Thursday, May 2.

SAVE THE EASY WAY THRU THE PAYROLL SAVINGS

TRUST FUND USE PLAN . . . Legislation to finance most agency operation from the Airport and Airway Trust Fund has been sent to the Congress. The proposed legislation would allow use of aviation user tax revenues for airport/airway system operating expenses. Payments from General Fund revenues would be provided to pay for military and other Government uses of the system, regulatory and certain administrative costs, and to fill in the shortfall between airport/airway system costs and user tax revenues. The legislation does not propose any additional user taxes and contains language to guarantee that minimum funding for the agency's capital investment programs called for by the Airport/Airway Act are met. The trust fund was set up by the Airport and Airway Development and Revenue Act of 1970.

NAVIGATION SYSTEM DEMONSTRATED . . . Flight Standards Service personnel recently flew on a demonstration flight guided by very low frequency navigation signals sent from stations thousands of miles away from the flight path. The aircraft flew from Washington National Airport to a point over Maryland and then to Dulles International Airport and back to Washington National using VLF signals received from Great Britain, Panama and Maine. The navigation system being demonstrated, Ontrac II, located the aircraft's position within one-tenth of a nautical mile. Besides enabling properly equipped aircraft to fix their position at great distances from ground stations, the VLF system also provides true heading, time to next way point and true ground speed.

QUALITY CONTROL SYSTEM EXPLAINED . . . A presentation on FAA's Quality System Certification Program will be given by Dana Linden, Assistant Chief of the Industrial Division of Logistics Service, at the American Society for Quality Control 28th Annual Technical Conference in Boston, Mass., May 20-22. The FAA program ensures the quality and reliability of products and systems procured by FAA. Linden will make his presentation during the government session of the conference. The ASQC is a society of professional quality control experts.

MINI RECORDS . . . A centralized microfilming operation has been established within the Airway Facilities Service. Microfilming of all equipment specifications, electronic equipment modifications, handbooks and employee suggestions will greatly reduce the ever-increasing demand for file space. This was dramatically demonstrated when 196.5 cubic feet of equipment specifications were reduced to 0.5 cubic feet. Also, the microfilming will allow documents to be kept in a neat, safe and compact manner, reducing retrieval time.

MINORITY FIRM GETS CONTRACT FOR WORK AT NATIONAL AIRPORT . . . The agency has awarded a \$38,000 contract to minority-owned Delon Hampton Associates, Washington, D.C., for engineering services on runway and airfield problems at Washington National Airport. Commenting on the contract, Administrator Butterfield said "We have awarded millions of dollars in contracts to minority firms for hardware and non-technical services, and we hope to make equally substantial awards to qualified minority firms for technical services. This contract is only the beginning of our commitment."

JUDGE STAYS X-RAY ORDER INDEFINITELY . . . A U.S. District Court Judge last week granted an indefinite stay of his order banning the use of X-ray machines for screening carry-on baggage at the nation's airports. During the period of the stay, FAA will initiate rulemaking action to determine whether X-ray devices should be used for the present purpose and evaluate the environmental impact of such use.

RESCUE COORDINATION CENTERS CONSOLIDATED . . . The U.S. Air Force plans to reduce the number of its RCCs from three to one. Centers at Richards-Gebaur, Eglin, and McClellan Air Force Bases will be phased out and Scott Air Force Base will serve as the RCC for the entire 48 conterminous states. The Air Force plans for Scott to assume Richards-Gebaur search and rescue responsibility within the next 45 days. Thirty days later the Eglin workload will shift to Scott and a month after this, McClellan's area will be transferred to Scott. Field facilities will be informed, by GENOT, of effective dates and telephone numbers.

FLIGHT STANDARDS SERVICE EXPANDS SERVICE DIFFICULTY PROGRAM . . . After a 90 day trial period, the Flight Standards Service is now distributing to all GADOs, FSDOs and Region and Center offices a Daily Summary of General Aviation Service Difficulty Reports--malfunction and defect reports. This summary is identical to one for air carrier aircraft that has been widely distributed for years. The new General Aviation summary is also being sent to 12 industry organizations which plan to disseminate pertinent information to their members or clients. The development and distribution of this summary is aimed directly at lowering the general aviation accident rate by providing field offices with early notification of aircraft mechanical irregularities.

AIR MINDED EXPERT GIVES ADVICE ON TUNNELING . . . The Federal Highway Administration has asked Stephen A. Cannistra of the Support Facilities Branch, Airport Division, Systems Research and Development Service to sit in on a panel studying tunnel technology for future highways. The air-minded structural engineer has been asked to help with the tunneling problems because he has worked in the field of soil and foundation analysis in connection with FAA projects such as laying runways and building towers and other agency structures. The highway builders have found that heavy expenses are incurred when soil analysis is misleading.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO).  
MONTREAL-2 years: PC-5/74 Technical Officer, OPS/AIR, P-4 (GS-12/13), Operations Airworthiness Section, Flight Branch, Air Navigation Bureau; 2 years: PC-6/74 Language Officer, (Interpreter/Translator), P-3 (GS-11/12), Russian Section, Language Branch, Bureau of Administration and Services. Applications due in AIA-29 by May 16, 1974. Two years: PC-7/74 Language Officer Interpreter/Translator), P-3 (GS-11/12), French Section, Language Branch, Bureau of Administration and Services. Applications due in AIA-29 by May 29, 1974. Additional information is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

INVEST IN AMERICA THE SAVINGS BOND WAY

CABLE YARD PARKING HALTED...Effective this date, parking of private vehicles will no longer be authorized in any part of the cable storage area south of the warehouse. This area was established April 7, 1972, as an overflow due to the shortage of parking spaces in other areas. This shortage no longer exists; therefore, the storage area will be returned to the depot storage and the gates will be locked starting May 6, 1974.

FROM YOUR EMPLOYEES ASSOCIATION...Six Flag Tickets - adult \$5.75, child \$4.75. Disneyland-Disneyworld 1974 Magic Kingdom Club Cards. Mar Car race tickets - adult \$2.40, teen \$1.60, child \$.80. FAA night at Gaslight Dinner Theatre - "One Flew Over the Cuckoo's Nest" - May 16, \$6.70 each. Discount coupons for tickets for "Peter Pan" - Wed & Thurs (May 16 & 17) 7:30 performances. Use the Employees Association duplicating machine for your personal business - 10¢ per copy.

EMPLOYEE BUS SERVICE POSTPONED UNTIL JUNE...A one-month trial bus service to and from the Aeronautical Center has been postponed until June. The Employees' Association had planned to start this charter bus service May 1, 1974. Until more complete plans as to the route and stopping points are available, this service will not be available. Watch the employees' communication media for further news of this service.

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<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PLANNING STAFF</u>		
74-84	CANCELLED/SECRETARY (STENOGRAPHY), GS-318-5	AAC-6	318
	Position filled by reassignment.		
	<u>OPERATIONS STAFF</u>		
74-99	Secretary (Stenography), GS-318-5	AAC-8	318
	<u>BUDGET DIVISION</u>		
74-100	Budget Clerk, GS-501-5	AAC-30	500
	<u>PLANT ENGINEERING DIVISION</u>		
74-101	Air Conditioning & Heating Equipment Operator, WG-5401-7	AAC-55	JE-5401
74-102	Air Conditioning & Heating Equipment Mechanic, WG-5301-10	AAC-55	JE-5301
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-103	Medical Records Technician, GS-675-4	AAC-100	675
	Highest credit will be given for experience working with electrocardiograms.		
74-104	Supv. Medical Records Technician, GS-675-4	AAC-100	675
	This position has promotion potential to GS-5 without further competition.		
	<u>FAA DEPOT</u>		
74-105	Supply Cataloger, GS-2050-5	AAC-490	2000
	This position has promotion potential to GS-7 without further competition.		
74-106	Transportation Loss & Damage Claims Examiner, GS-2135-7	AAC-430	2131
74-107	Transportation Loss & Damage Claims Examiner, GS-2135-8	AAC-430	2131
74-108	Supply Cataloger, GS-2050-9	AAC-490	2000
74-109	Supervisory Engineering Tech., GS-802-11	AAC-440	802-1

PROMOTION PLAN ANNOUNCEMENT (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>AIRCRAFT SERVICES BASE</u>			
74-93	CORRECTION/PAINTER HELPER, WG-4102-5	AAC-830	JE-0001
This position has promotion potential to <u>WG-9</u> without further competition.			
74-110	Aircraft Mechanic Leader, WL-8852-11	AAC-830	JE-8852
<u>FAA ACADEMY</u>			
74-111	Clerk-Typist, GS-322-3	AAC-930	300-2
74-112	Secretary (Stenography), GS-318-5	AAC-940	318
74-113	Supply Clerk, GS-2005-5	AAC-950	2005

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PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Barton Holtz	Electronics Technician (Inst.)	AAC-940	73-218
Dennis E. Davis	ATC Specialist (Instruction)	AAC-930	73-299
Charles C. Brumley	Electronics Technician	AAC-800	74-25
Kenneth A. Ericson	" "	"	"
Philander W. Glover	" "	"	"
Donald E. Lovelace	" "	"	"
Gerald D. Orton	" "	"	"
Tony C. Reyes	" "	"	"
Edward K. James	Computer Programmer	AAC-330	74-29
Virgil C. Chick	Inventory Management Specialist	AAC-486	74-31
Clarence Jones Jr.	Supply Clerk	AAC-430	74-41
Norman L. Edwards	" "	"	"
Elmer Stephens	Air Conditioning & Heating Equipment Operator, WG-5401-9	AAC-55	74-45
Mary Means	Clerk-Typist	AAC-340	74-46
Edward Shank	Supply Systems Analyst	AAC-410	74-48
Quenton T. Duren	Medical Records Technician	AAC-100	74-52
Linda G. Smith	Secretary (Stenography)	AAC-22	74-54
William Jackson	Carpenter	AAC-55	74-56
James Seeley	Computer Operator	AAC-340	74-57
William Grissom	" "	"	"
John Saucier	" "	"	"
Anita L. Blue	Clerk-Typist	AAC-430	74-65
Wanda L. Wood	Clerk-Typist	AAC-911	74-68
Joyce Crowson	" "	AAC-930	"
Betty I. Ellis	Personnel Staffing Specialist	AAC-14	74-69
Jim Ellis	Position Classification Spec.	AAC-15	74-70
Paul J. Haldeman	Supervisory Airspace System Inspection Pilot (Temporary Promotion not to exceed one year)	BED FIDO	FINFO-74-



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-19

May 8, 1974

## 11th ANNUAL AWARDS

### FLYING FLOATS

An FAA film stressing safety in flying light seaplanes recently took second prize, a Silver Screen Award, in the U.S. Industrial Film Festival in Chicago. "Flying Floats," filmed in color in Maine, Florida and Alaska, was honored in the Safety, Welfare and Insurance category. The film was produced by FAA as a safety education film for the flying public.

**Perk up  
your future.**



Take stock in America.  
Buy U.S. Savings Bonds.

### MECHANIC OF YEAR WINNER NAMED

An Alaskan air carrier maintenance manager and a California flight school owner-mechanic have been selected as the national winners of the agency's 11th Annual Aviation Mechanics Safety Awards Program. Arthur H. Walker, director of maintenance for Alaska International Air, Inc., of Fairbanks won in the air carrier category. In the general aviation category Hugh D. Fink, owner, operator and service manager of Burbank (Calif.) Piper Sales and Service was the winner. Both men will be flown to Washington for award ceremonies with the Administrator on June 25. Walker was named for extraordinary initiative and leadership in directing an eight-man crew in the repair and rebuilding of a 4-engine Hercules transport that crashed during a landing on remote Fletcher's Ice Island 400 miles from the North Pole. Although the aircraft had sustained extensive structural damage, they prepared it for a one-time flight to Fairbanks for permanent repairs. The six-month job was done on the site of the crash, under extremely harsh conditions, and in temperatures that often dropped to -45 degrees. Fink was cited for initiative and professionalism in designing improved parts for pilot side windows, propeller controls, fuselage attach bracket stabilizers, alternator switches, and rod end bearings for several models of a light aircraft. He notified FAA and the manufacturer of his ideas, which resulted in the issuance of manufacturers' service bulletins and an FAA Airworthiness Directive. Sponsored by the FAA, Flight Safety Foundation and other aviation groups, the Annual Aviation Mechanic Safety Awards Program honors mechanics who have shown outstanding work in advancing aviation safety through maintenance. Selection of national winners follows state and regional competitions.

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NATIONAL SAFETY CONFERENCE . . . FAA brought together more aviation safety minds in one place than it ever has before at a two-day meeting in St. Louis last week. For the first time, all 86 General Aviation Accident Prevention Specialists met and were joined by the chiefs of the agency's 86 General Aviation and Flight Standards District Offices for a review of the Accident Prevention Program. Speaking to the group, which included regional Accident Prevention Coordinators, Central Region Director A.L. Coulter and Associate Administrator for Aviation Safety Oscar Bakke, Administrator Butterfield said, "I want you to know that your individual efforts to carry out FAA's primary mission--flight safety--are deeply appreciated." On the evening of the first day, the agency held a pilot safety education clinic which featured presentations by FAA Accident Prevention Specialists and Brig. Gen. William Spruance, a strong advocate of aviation safety.

LEARNING FROM CRASHES . . . A joint FAA/NASA program to study the crash-worthiness of light, general aviation aircraft is underway at the NASA Langley Research Center. The program includes crashing airframes under carefully controlled conditions to provide information on what happens to light aircraft when subjected to crash loads. The second simulated crash in the series was staged last week. The five year program has four basic objectives: to develop analytical methods, define a survivable crash envelope, define human tolerance levels and improve restraint methods. The tests are expected to lead to the development of structural design techniques to improve the capability of light aircraft to withstand crashes and increase the chances of occupant survival.

TO PROGRAM THE PROGRAM . . . Data Systems Specialists from six ARTS III Area Support Facilities will attend a special programming course on the 9300 computer taught by UNIVAC of St. Paul, Minn., beginning June 12. Sperry Rand/UNIVAC is the manufacturer of the ARTS III High Speed Peripheral (9300) computer used to individualize the national ARTS III computer program for specific sites. Data unique to each terminal area, such as approach and departure areas, are cranked into the program and the tapes are reassembled at the six support facilities. These facilities are co-located with ARTS III towers across the country and serve ARTS III facilities in the surrounding geographical area. Also attending the course will be Data Systems Specialists and maintenance technicians from NAFEC.

NEW RULES FOR SHIPPING "HOT" MATERIALS . . . A new safety regulation that would require the outside container of any dangerous article, including radioactive materials, carried on aircraft to be inspected before flight and would require the outside container of radioactive materials to be scanned with radiation monitoring instruments has been proposed by the agency. FAA took this action following reports of several incidents of improper packaging of radioactive materials on airline flights. The agency proposal would require that each shipment of radioactive or other dangerous articles be inspected by the operator before loading on the aircraft to assure that, among other things, it "has no dents, holes, leakage or other indications that the integrity of the packaging has been compromised."

May 8, 1974

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AGENCY FEELS IMPACT OF ALASKA PIPELINE . . . Faced with the job of certifying the airworthiness of hundreds of helicopters and other aircraft being shipped to Alaska for the pipeline project, the agency has issued an Order calling on regions in the lower 48 states to assist the Alaskan Region in meeting a massive workload. The Order--8320.11--requests the lower nine regions, whenever possible, to certificate modified or rebuilt mothballed and military surplus aircraft before they are shipped north. In other cases, the regions are asked to send Alaska pertinent data on aircraft already shipped to ease the job of the Alaskan Flight Standards Division in collecting information necessary for airworthiness approval of each aircraft.

THE FAA WORLD MAYPOLE . . . is adorned with "Men on the Move"--the Executive Development Program..."It's a Gasser"--car conversion to natural gas..."MTS Milestone"--the 10,000th graduate..."Making Good Neighbors"--a tower chief did just that..."A Kilowatt Saved Is a Kilowatt Earned"--basement-built computer conserves energy..."When the Siding Was Adobe"--memories of PCS..."The Cold Facts on Hot Air"--first FAA balloon seminar..."The SST Drops In"--the Concorde shivers in Alaska. Other floral tributes include Faces and Places, Federal Notebook, Direct Line, Small World and Heads up.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - PC-8/74 Director, Air Navigation Bureau, D Step II (GS-15/16), Air Navigation Bureau, Office of the Director. Applications due in AIA-29 by Aug. 9, 1974. PC-9/74 Senior Legal Officer, P-5 (GS-13/14), Legal Bureau. Applications due in AIA-29 by June 4, 1974. PC-10/74 Chief, Staff Administration Section, P-4 (GS-12/13, Staff Administration Section, Personnel Branch, Bureau of Administration and Services. Applications due in AIA-29 by May 17, 1974. PC-11/74 Personnel Officer, P-3 (GS-11/12), Staff Administration Section, Personnel Branch, Bureau of Administration and Services. Applications due in AIA-29 by June 26, 1974. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

EMPLOYEE HOUSING UNITS TO BE BUILT . . . The agency recently awarded two contracts totalling almost \$1.4 million for employee housing units to be built in Alaska. Toombs & Co., Inc. of Fairbanks was awarded the contract for construction of the units in Kotzebue, and K. Inc. & William Champion, Inc. of Anchorage will build the units in King Salmon. Both contracts include related facility work. Work is expected to be completed in approximately eight months. A third contract for \$1 million plus to construct living quarters for FAA employees stationed at remote locations in Alaska was subsequently awarded to K.K. Larsen Construction Co., Inc. of Seattle. Under this contract living quarters will be built at Bettles, Cold Bay, Johnstone Point and Yakutat. Work on these projects is scheduled to be completed by December 1974.

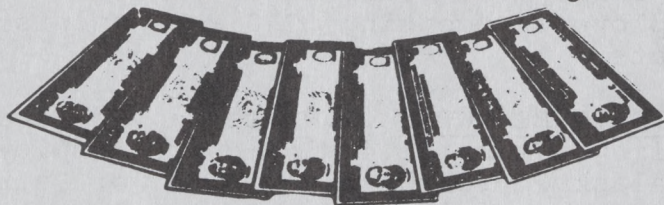
SIGN UP FOR SAVINGS BONDS TODAY

ASPA TO HEAR FROM STATE REPRESENTATIVE . . . The Oklahoma chapter of the American Society for Public Administration will hear from the chairman of the Oklahoma House committee on Public Safety and Penal Affairs at the ASPA dinner meeting, Thursday, May 9. Representative David Riggs of Tulsa will speak on penal reform. His committee had the responsibility for the investigation of the 1973 McAlester prison riot. The ASPA dinner will be held at the Holiday Inn Northwest, 3535 Northwest 39th Expressway, with a social hour beginning at 6:00 p.m. Make reservations by calling Wallace Bonifield at 848-7604.

FROM YOUR EMPLOYEES ASSOCIATION . . . Six Flag tickets - adult \$5.75 child \$4.75. 1974 Magic Kingdom club cards for Disneyland/Disneyworld. Mar Car race tickets - Every Friday night - fairgrounds. FAA Night at Gaslight Dinner theatre - "One Flew Over the Cuckoo's Nest" - May 16 - \$6.70 ea. Coupons for discount tickets to "Peter Pan" - May 15 & 16. Seven Seas tickets - adult \$3.35, child \$2.50. Bus service on MacArthur to start June 3. Purchase your ticket at the EA office. Use the EA duplicating machine - 10¢ per copy.

POLICEMAN RECEIVES PROMOTION AT TSI . . . A Norfolk Regional Airport policeman received a surprise during his training session with the Transportation Safety Institute's Aviation Security class this week. Jesse M. Scott was handed his promotion to police sergeant. The promotion papers were sent to the TSI by his chief, Louis S. Taylor, and presented to Scott by Mr. Robert F. Creson, Director of TSI.

**All in the family.**



**Take stock in America.  
Buy U.S. Savings Bonds.**

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: May 15, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

An incumbent selected for a position with promotion potential will not be promoted automatically when qualification requirements are met. Such promotions will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION, TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>MANPOWER DIVISION</u>		
74-82	Personnel Officer, GS-201-15	AAC-10	200
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
74-114	Secretary (Stenography), GS-318-4	AAC-40	318
74-115	Writer-Editor (Television and Motion Picture), GS-1082-12	AAC-43	1082
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-116	Clerk-Typist, GS-322-4	AAC-130	300-2
	This is an OCR Typist lead clerk position.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-117	Conveyance Examiner, GS-963-5	AAC-252	963-A
	This position has promotion potential to GS-7 without further competition.		
74-118	Conveyance Examiner, GS-963-6	AAC-252	963-A
	This position has promotion potential to GS-7 without further competition.		
	<u>AIRCRAFT SERVICES BASE</u>		
74-119	Supv. Electronics Technician, GS-856-12	*AAC-830	856
	*Duty Station - Richards-Gebaur AFB, Kansas City, Missouri. Area of consideration extended to FINFO, Kansas City commuting area.		
	<u>FAA ACADEMY</u>		
74-83	Electronics Technician (Instruction), GS-856-11/12	AAC-940	856

Applicants selected at the lower level have promotion potential to the higher level without further competition. An employee selected for this position must sign an agreement to rotate out of the FAA Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.

PROMOTION PLAN ANNOUNCEMENT (Continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
74-120	Clerk-Stenographer, GS-312-4	AAC-1000	300-2
74-121	Editorial Assistant, GS-1087-6	AAC-1000	300-B
This position has promotion potential to GS-7 without further competition.			
74-122	Technical Information Specialist (Engineering), GS-1412-7	AAC-1000	1412
This position requires one year of advanced experience which has provided professional and technical language of the engineering field.			
74-123	Electronics Engineer (Radar), GS-855-13	AAC-1000	800
74-124	Electronics Engineer (Nav aids), GS-855-13	AAC-1000	800
74-125	Electronics Engineer (Communications), GS-855-13	AAC-1000	800

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: May 22, 1974

Area of Consideration: ATL FIFO ONLY

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-15	Supply Technician, GS-2005-6	ATL FIFO	2005

This position requires three years of specialized experience in supply-related duties and one year general experience.

NOTE: The closing date for the following FINFO announcements has been extended to May 15, 1974:

FINFO-74-8	FINFO-74-11
FINFO-74-9	FINFO-74-12
FINFO-74-10	FINFO-74-13

INGRADE/DOWNGRADE CANDIDATES WERE SOLICITED FOR FINFO-74-8 ONLY.



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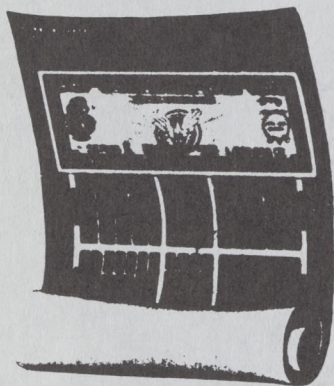
74-20

May 15, 1974

## NEW FINFO CHIEF

William D. Crawford has been appointed chief of the newly established Flight Inspection National Field Office in Oklahoma City. He stepped up to the new job from Chief of the Regulations Staff, Flight Standards Service in Washington. Before that he was Assistant Chief of the Operations Division and prior to that Chief of the Flight Standards Training Branch at the Aeronautical Center. He joined the agency in 1952 as an Airman Standards Agent in the St. Louis GADO.

## Building plan.



Take stock in America.  
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## N. PHILA., SEATTLE, WINDSOR LOCKS

### YEAR'S TOP AT FACILITIES NAMED

The North Philadelphia Airport control tower, the Seattle air route traffic control center and the Windsor Locks, Conn., flight service station have been selected as 1973 Air Traffic Facility of the Year Award winners. North Philadelphia Tower controllers were cited for keeping traffic moving without interruption in spite of a fire in January 1973 which completely destroyed their facility. Within minutes of evacuating the tower, air traffic control services were resumed using emergency equipment located in an FAA station wagon. That vehicle served as the airport tower for three days until a small, portable tower was delivered. For the next eight months, until a new tower was ready in October, 1973, controllers operated out of the portable unit. During this period, they handled a record volume of traffic despite the cramped and crowded quarters and frequent technical problems. The Seattle Center was cited for increasing productivity with no operational errors despite extensive modernization work underway at the facility throughout most of the year. The Center handled 597,167 aircraft during 1973, an eight percent gain over the previous year. The flight service station at Windsor Locks, which provides pre-flight/in-flight and emergency services over most of western Massachusetts and Connecticut, was recognized for outstanding gains in productivity in 1973. The facility provided 480,900 error-free flight services during the year. This is an average of 26,716 for each journeyman specialist--better than twice the national average.

DISTRIBUTION: C-8 AAC-5 (50)

Published by the Public  
Affairs Office, AAC-5

BLUE-COLLAR WAGE CONTROLS LIFTED . . . Many blue-collar rates under the Federal Wage Grade System will be increased as a result of the lifting of price and wage controls on April 30. Under the Economic Stabilization Act, which expired on that date, pay adjustments could not exceed 5.5% per year, although most annual wage surveys for the past two years have indicated that greater increases were due. However, this was not true in all cases; wage survey data for some wage schedules, and for some grades on particular wage schedules, did not show that increases greater than 5.5% were justified, and these rates will not now be increased. Where increases are required, the new rates will be effective in FAA on May 12, 1974. Actual payment will be made as soon as possible, but a considerable delay is expected due to the processing work involved, much of which occurs outside FAA. The new unofficial pay schedules are shown below.

WG-WL GRADE	WG-RATES					WL-RATES				
	1	2	3	4	5	1	2	3	4	5
1	3.17	3.30	3.43	3.56	3.70	3.48	3.63	3.78	3.92	4.07
2	3.34	3.48	3.62	3.76	3.90	3.68	3.83	3.98	4.14	4.29
3	3.51	3.66	3.81	3.95	4.10	3.87	4.03	4.19	4.35	4.51
4	3.69	3.84	3.99	4.15	4.30	4.05	4.22	4.39	4.56	4.73
5	3.86	4.02	4.18	4.34	4.50	4.24	4.42	4.60	4.77	4.95
6	4.02	4.19	4.36	4.53	4.69	4.43	4.61	4.79	4.98	5.16
7	4.20	4.37	4.54	4.72	4.89	4.62	4.81	5.00	5.19	5.39
8	4.38	4.56	4.74	4.92	5.11	4.82	5.02	5.22	5.42	5.62
9	4.60	4.79	4.98	5.17	5.36	5.06	5.27	5.48	5.69	5.90
10	4.82	5.02	5.22	5.42	5.62	5.30	5.52	5.74	5.96	6.18
11	5.03	5.24	5.45	5.66	5.87	5.53	5.76	5.99	6.22	6.45
12	5.18	5.40	5.62	5.83	6.05	5.70	5.94	6.18	6.42	6.65
13	5.34	5.56	5.78	6.00	6.23	5.88	6.12	6.36	6.61	6.85
14	5.49	5.72	5.95	6.18	6.41	6.04	6.29	6.54	6.79	7.04
15	5.64	5.88	6.12	6.35	6.59	6.21	6.47	6.73	6.99	7.25

WS GRADE	WS-RATES				
	1	2	3	4	5
1	4.33	4.57	4.81	5.05	5.29
2	4.49	4.74	4.99	5.24	5.49
3	4.65	4.91	5.17	5.43	5.69
4	4.82	5.08	5.35	5.62	5.89
5	4.98	5.25	5.53	5.81	6.08
6	5.15	5.42	5.70	5.99	6.27
7	5.29	5.59	5.88	6.17	6.47
8	5.46	5.77	6.07	6.37	6.68
9	5.67	5.99	6.30	6.62	6.93
10	5.88	6.20	6.53	6.86	7.18
11	6.11	6.45	6.79	7.13	7.47
12	6.41	6.76	7.12	7.48	7.83
13	6.79	7.16	7.54	7.92	8.29
14	7.23	7.63	8.03	8.43	8.83
15	7.74	8.17	8.60	9.03	9.46
16	8.32	8.78	9.24	9.70	10.16
17	8.97	9.47	9.97	10.47	10.97
18	9.70	10.24	10.78	11.32	11.86
19	10.49	11.08	11.66	12.24	12.83

MLS FLIGHT TESTS NEAR WIRE . . . Flight testing of the Microwave Landing System (MLS) is nearing completion at NAFEC and Wallops Island, Va. Four different systems developed by Bendix, Hazeltine, ITT-Gillfillan, and Texas Instruments have been subjected to exhaustive tests which should be completed by June 1, 1974. After that all data will be examined and reexamined, and final test results are scheduled to be available by July 1. The next step will be technique selection. A panel of experts from government and industry will analyze the data from the tests in order to choose between the Doppler-Scan and Scanning Beam techniques. Then the MLS program will move into phase III which will consist of building and testing prototype hardware. Eventually the technique selected by the U.S. will be entered into an International Civil Aviation Organization (ICAO) competition to pick an international standard system for use around the world.

FOUR FAA PHYSICIANS were honored at the Aerospace Medical Association meeting in Washington last week. Dr. H.C. Haynes, Chief of the Behavioral Sciences Division, AAM, received the Raymond F. Longacre Award for "outstanding accomplishment in the physiological and psychiatric aspects of Aerospace Medicine." Dr. Stanley R. Mohler, Chief of the Aeromedical Applications Division, AAM, received the Harry G. Moseley Award for "the most outstanding contribution to flight safety." Two FAA doctors were among the 20 elected as Fellows of the Aerospace Medical Association: Dr. Audie Davis, Chief of the Aeromedical Certification Branch, CAMI, and Dr. Gordon K. Norwood, Chief of the Aeromedical Standards Division, AAM.

FAA PAYS BACK AIR FORCE . . . The agency has ordered three new Airport Surveillance Radars (ASR-7s) to replace three previously borrowed from the Air Force. The three were included in an order of 10 systems which FAA is providing the Air Force and the Navy through an FAA continuing contract with Texas Instruments. The three systems borrowed from the Air Force became part of FAA's air traffic control system in 1973 when they were installed at Allentown, Penn., Beaumont, Tex., and Burlington, Vt. If they had not been available from the Air Force on a loan basis, installation of radars at these locations would have been delayed about two years.

NOTES ON USE OF POVS . . . As a result of the fuel shortage there have been some changes in the Federal government regulations with regard to the use of privately owned vehicles on official business. GSA has increased the \$.11 POV mileage rate to \$.12 a mile, but at the same time the administration stressed that common carriers should be used whenever practical...The Aeronautical Center has expanded its bus service and arranged for adequate student housing on the bus routes to reduce the necessity for students to drive POVs.

May 15, 1974

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THREE GROUP II TCAS ADDED . . . Group II Terminal Control Areas are scheduled to go into operation at Cleveland, Detroit and Pittsburgh on the 23rd of this month. This will up the total of operational Group II TCAs to eight. The Group II control areas are characterized by somewhat less stringent requirements than Group I where virtually all planes are required to carry transponders. In Group II TCAs, this rule applies only to instrument flights to and from the primary airport. Also, student pilots are permitted to operate at the primary airport in Group II TCAs. Other locations where Group II TCAs are operational are St. Louis, Seattle, Minneapolis, Denver and Houston.

BACK PAY TARGET DATE SET . . . FAA will be prepared by June 28 to send its General Schedule employees three months back pay owed as a result of the overruled delay of a salary increase. Payment, which will total approximately \$13 million, could be made around that date if a supplemental appropriation is enacted and arrangements are completed with the Office of Management and Budget for release of the funds. The appropriation, now making its way through Congress, will take up the slack between the amounts FAA and other Federal agencies have available to pay and the total needed.

PORTABLE RADAR ANTENNA TO SAVE \$\$\$ . . . A mobile radar beacon siting system has been developed at NAFEC to evaluate proposed sites for en-route center and terminal radar beacons and to investigate field problems at existing sites. Housed in two trailers, the system was designed to detect false targets and vertical lobing before the cost of installing a permanent radar beacon facility is incurred. One trailer-van houses the electronic components including a data processor, developed at NAFEC, that gives information on the reflection characteristics of a site and vertical lobing. The second trailer, to be delivered by the contractor in August, is a flat-bed type carrying a beacon antenna, an erectable tower and a power generator.

INTERNATIONAL SATELLITE AGREEMENT SIGNED . . . The Administrator last week signed a Memorandum of Understanding for a joint international program to test, evaluate, and demonstrate the use of aeronautical satellites to provide improved communications and air traffic services over the North Atlantic. Other participants are: Belgium, Canada, Denmark, France, West Germany, Great Britain, Italy, The Netherlands, Spain, Sweden and Switzerland. Under the aeronautical satellite project, known as AEROSAT, two satellites in synchronous orbit over the North Atlantic are planned. The first launch will be in late 1977 or early 1978.

FAA JETS

The FAA Jets (girls' soft ball team) will play Unit Parts on May 16, at 9:15 p.m. Wiley Post Park. On May 22, at 7:15 p.m., they will play Honeywell at Will Rogers park.

USE OF MTS TELEPHONE SERVICE

Our MTS offices have only two FTS lines. Normal business use between the Regions, Centers, and MTS is quite heavy. Because of this, it is essential that both employees attending MTS courses and their supervisors use these lines for emergency purposes only.

EASIER WAY FOR WOMEN TO JOIN ARMY RESERVE

Now there's a new kind of enlistment program designed for women in professions and specialties who can't spare the usual active duty time away from their jobs. It's open right now to women with civilian training and experience in career fields that are comparable to Army jobs. If you qualify, you can accelerate your initial training through a combination of just two weeks of active duty and then attendance at meetings at a local Army Reserve Center. Tom F. Sanders, recruiter, will be at the Aeronautical Center tomorrow (May 16), to talk to women who may be interested. See him at his temporary desk just outside the Headquarters cafeteria.

THREE RECEIVE DEGREES

George N. Wells, Thomas J. Harris Jr. (both of AAC-440) and Melvin P. Fritze of AAC-835 received their Associate of Science Degrees from Oklahoma State University May 9. Harris received his degree in electronics engineering technology, while Fritze and Wells received their degrees in bio-medical electronics engineering technology.

FROM YOUR EMPLOYEES ASSOCIATION

Discount tickets for "Oklahoma" - Plaza Playhouse in Lincoln Plaza - FAA night, Tuesday, May 28 - \$5.00 tickets for \$4.00. Seven Seas tickets - adult \$3.35, child \$2.50. Six Flag tickets - adult \$5.75 child \$4.75. Mar Car race tickets - Friday & Sunday Nights - State fairgrounds. FAA night at Gaslight Dinner Theatre - "One Flew Over the Cuckoo's Nest" - Thursday, May 16 - \$6.70 ea. BUS SERVICE on MacArthur to start June 3. Purchase your ticket at the EA Office. Use the EA duplicating machine for your personal business - 10¢ per copy.

May 15, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: May 22, 1974

For promotion consideration submit AC Form 3330=12.

For reassignment or change to lower grade submit AC Form 3330=57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-129	<u>DATA SERVICES DIVISION</u> Bindery Worker, WG-4402-5	AAC-340	JE-4600
74-130	<u>FAA ACADEMY</u> Training Technician, GS-1702-4	AAC-930	1702

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PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Patricia M. Jones	ATC Speciliast (Station-Inst.)	AAC-930	73-299
Orville Michael	"	"	"
Jimmy R. Sentell	"	"	"
Charles M. Hardrick	Training Instructor	AAC-930	74-17
Lee Boyles	Supv. Aircraft Maint. Spec.	AAC-830	74-21
Corvin T. Phillips	Aircraft Mechanic Leader	AAC-800	74-24
James M. Pearson	ATC Specialist (Center-Inst.)	AAC-930	74-26
Ben M. Slater	Electronics Technician	AAC-830	74-33
Clifford R. Tucker	"	"	"
Andrew C. Willis	"	"	"
Donaldson Cook	"	"	"
Alford M. Prince	"	"	"
George L. Warner	"	"	"
Thomas E. Gamble	"	"	"
Thomas H. Mangham	"	"	"
Jack B. Brown	Electronics Technician	AAC-800	74-39
Billy J. Bunch	"	"	"
Donald J. Labrosse	"	"	"
Weldon M. Brown	"	"	"
John Loesel	"	"	"



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-21

May 22, 1974

## IN CASE OF A NATIONAL EMERGENCY

Emergency national planning and preparedness continue to play a vital role to assure continuity of our government in case of a national emergency. Among the plans to cope with an enemy attack is the Civil Service Commission registration system which CSC will operate for employees in an affected area. All FAA Civil Service employees with or without emergency assignments would follow the CSC registration system. For this reason it is important that all FAA employees review details of the system which are outlined in appendix 3 to Order 1900.1A, FAA Defense Readiness and Emergency Preparedness Plan. (This article fulfills the annual requirement for notifying FAA employees of this emergency registration system.)

**BUY BONDS,**

**BUY BONDS**

**AND BUY MORE BONDS**

DISTRIBUTION: C-8 AAC-5 (50)

Published by the Public  
Affairs Office, AAC-5

## AIDED CONTROLLERS IN FLIGHT SAVES

### TOP FLIGHT INSTRUCTOR NAMED

Winner of this year's Flight Instructor of the Year Award is Williard C. Marvin of Fullerton, Calif., who first began flying in the mid-40s and since that time has spent almost three years aloft. On a number of occasions he has worked with FAA controllers to carry out flight saves. The most recent incident of this kind was on March 28, 1974, when he aided ATC in guiding a pilot lost on top of an overcast to an area where he could descend to a safe landing. Over the years Marvin has taught hundreds of pilots to fly and has been active in numerous aviation safety programs. The award will be presented to him by Administrator Butterfield in Washington on May 24. The award program is jointly sponsored by the AOPA Air Safety Foundation and the FAA and is supported by other segments of the aviation community.

## ARM THOSE ELTs

The agency is urging pilots with emergency locator transmitters in their aircraft to make sure the equipment is "armed" when the plane is in flight. The ELT must be armed in order to send out a distress call and speed up search and rescue operations in case of an accident. There have been a number of general aviation accidents in which ELTs in the plane were found to be unarmed. In one case where the ELT switch was found in the "off" position, a passenger had lived for 30 hours before dying of injuries and exposure. Public law requires that after June 30, 1974 most of the more than 145,000 U.S. registered aircraft must carry an ELT and have it armed during flight.

JUNK NOT FOR SALE . . . What do you do with flood-damaged aircraft and aircraft parts to make sure they are not inadvertently used again? You put them in a mass grave. Or at least that's what the Piper Aircraft Co. is doing at their Lock Haven, Pa., plant with equipment that was damaged when the plant was inundated by the waters of the West Branch of the Susquehanna River following the disastrous tropical storm Agnes in June 1972. In response to an FAA order to get rid of all the flood-damaged equipment, they are demolishing and burying an estimated \$20 million worth of parts, partial aircraft and complete aircraft. A bulldozer is being used to push the "junk," which ranges from \$2 parts to a \$250,000 Navajo airplane, into trenches near the main plant.

ALERT CONTROLLERS GUIDE PLANE TO SAFETY . . . Cleveland, Erie, Penna., and Burke-Lakefront, Ohio tower controllers teamed up recently to bring a disabled light twin aircraft in for a safe landing. The pilot first called in over Lake Erie and reported that one of his engines had failed and he was losing power on the other due to icing. By using Direction Finding (DF) equipment, Erie and Cleveland fixed the plane's position. After two closer airports were ruled out because of marginal weather, the pilot made a minimum altitude approach to Burke-Lakefront. A successful landing seemed assured until alert controllers noticed that the plane's landing gear had not been lowered. They contacted the pilot just in time, and a normal landing was made. During the month of April 1974, 257 flight assists were reported--99 by flight service stations, 117 by towers and 41 by centers. The primary causes for the assists included 151 lost pilots, 29 low on fuel, 41 involved in adverse weather and 66 with some type of equipment malfunction.

RADIO CONTROLLED LIGHTING . . . The agency has awarded a contract to ASE Inc. to develop and furnish a radio control link to turn on and off airport navigation lighting. Under the \$99,000 contract, the company will deliver a system that will replace existing buried cable methods of controlling lights with an over-the-air radio signal system. The system will come complete with digital coding for security, control and monitoring. The first system will probably be tried out at NAFEC beginning in late 1975.

NOISE REDUCTION EFFORTS CITED . . . The two engineers primarily responsible for muffling the jet engines on the McDonnell Douglas DC-10 and the Lockheed 1011, forerunners of the new breed of quieter jet transports, were presented FAA's Award for Extraordinary Service in Los Angeles last week. The Award is the highest honor bestowed by FAA on persons not employed by the agency. Receiving the awards for developing the aircraft, considered to be the quietest in the industry, were Ray E. Bates, who guided technical direction of the DC-10, and Harry Drell, who spearheaded the effort to quiet the L-1011. Bates is Vice President, Engineering & Development, for the Douglas Aircraft Co., McDonnell Douglas Corp; Drell is an acoustics engineer for the Lockheed-California Co., Lockheed Aircraft Corp.

SAVING PAPER . . . In support of the agency's paper conservation program, the distribution of Order 1375.4, Standard Data Elements and Codes-- Facility Identification and Supplemental Standards, has been reduced. It will now be distributed to division level in Washington and regions; section level in centers; minimum distribution in field offices. The new distribution code is WR-2, NC-4, FOF-0 (minimum). Recipients holding original basic issues and changes through change 6, who are not on the new distribution, should be aware that they will no longer receive changes.

FEDERAL LABOR RELATIONS REVIEWED . . . In three days of public hearings recently, the Federal Labor Relations Council (FLRC) reviewed the Federal government's labor relations program under Executive Order 11491. Eighteen unions and Federal agencies gave oral testimony on the program in addition to written statements from several other agencies, including DOT. The review, second such since the Order was issued in Oct. 1969, will probably lead to an amended Order within a year or so. Indications from the testimony were that an amended Order would facilitate mergers of small, fragmented units and ease the requirement for secret ballots as a prerequisite to exclusive union recognition.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO), is anxious to receive applicants from qualified individuals who may be interested in senior level posts in the fields of airport, electro-mechanical, communications and architectural engineering in Saudi Arabia. The eleven posts are: TA-74/20 Aerodrome Engineer (New Works); TA-74/21 Aerodrome Engineer (Maintenance); TA-74/22 Aerodrome Engineer (Design-Planning), TA-74/23 Airport Structural Engineer; TA-74/24 Airport Architect; TA-74/25 Airport Electro-Mechanical Engineer; TA-74/26 Airport Electro-Mechanical Engineer (Maintenance); TA-74/27 Electronics Engineer (Airport Lighting); TA-74/28 Airport Mechanical Engineer; TA-74/29 Electronics Engineer (New Works) and TA-74/30 Electronics Engineer (Planning-Maintenance). Salary is established at Level 5 (GS-14/15). Applications due in AIA-29 by May 28, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

GOOD LISTENERS . . . The agency's "Listening Session" program moves into high gear this month with two separate sessions. On May 16 top agency officials, including the Administrator, heard suggestions and sometimes complaints from a group of private pilots. Scheduled for May 23 is a session with business aircraft operators. These informal sessions are designed to open up the communications pipeline between key agency people and the users of FAA's services.

May 22, 1974

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PENNY SHORTAGE . . . The penny shortage has hit the Aeronautical Center cafeterias. Customers are asked to please help by paying the odd pennies -- even if it means robbing the piggy bank. If this shortage continues it may become necessary to substitute items, such as, credit slips, gum or candy, in order to settle accounts at the cash register.

BOND DRIVE ROLLS ON . . . As of May 17, 1974, the following organizations have attained 100% participation in this year's U. S. Savings Bond drive: Office of Director and staff offices; Budget Division; Management Analysis Division; Audit Division; Air Transportation Security Division; Procurement Division; and Airway Engineering Support Division. There have been 221 new enrollments and 126 employees have increased their allotments. The participation rate for the Center now stands at 90.3%, but we still have a long way to go to meet last year's final participation figure. So, if you haven't already signed up, do so today.

DRESS STYLE . . . In compliance with the Administration's energy conservation policies, the room temperature for the summer season will be maintained at a higher level than that to which **most** of us may be accustomed. For this reason you may find that your dress style may have to change to maintain some degree of comfort. In deciding what to wear, the Director's only guidelines are that your dress should be "business-like" and at the same time comfortable for the occasion. Obviously, the dress style will vary from one organization to another, depending on the nature of your job. It simply boils down to each of us using good judgment.

FROM YOUR EMPLOYEES ASSOCIATION . . . Discount tickets for "Oklahoma" at the Plaza Playhouse in Lincoln Plaza - \$5.00 show tickets for \$4.00 - FAA night - Tuesday, May 28. Seven Seas tickets - adult \$3.35, child \$2.50. Six Flags Over Texas tickets - adult \$5.75, child \$4.75. Magic Kingdom Club cards for Disneyland/Disneyworld. Mar Car race tickets - Every Friday & Sunday - state fairgrounds. Use the EA duplicating machine - 10¢ per copy.

May 22, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: May 29, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

An incumbent selected for a position with promotion potential will not be promoted automatically when qualification requirements are met. Such promotions will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
74-132	Accounting Technician, GS-525-6	AAC-23	525
	<u>BUDGET DIVISION</u>		
74-133	Secretary (Stenography), GS-318-4	AAC-30	318
	This position has promotion potential to GS-5 without further competition.		
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
74-134	Clerk-Stenographer, GS-312-4	AAC-45	300-2
74-135	Moving Services Clerk, GS-301-5	AAC-44	300-B
	This position involves scheduling, coordination and physically managing movers for relocation of furniture and equipment. Employee may be required to work in all types of weather.		
74-136	Illustrator (Technical Equipment), GS-1020-9	AAC-43	1020
	<u>PLANT ENGINEERING DIVISION</u>		
74-137	Painter, WG-4102-9	AAC-55	JE-4102
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-138	Coding Clerk, GS-357-4	AAC-130	300-B
	<u>FAA DEPOT</u>		
74-96	Electronics Engineer, GS-855-13	AAC-440	800
74-97	General Engineer, GS-801-13	AAC-440	800
74-98	Electronics Engineer, GS-855-13	AAC-450	800
	<u>PROCUREMENT DIVISION</u>		
74-139	Secretary (Stenography), GS-318-5	AAC-700	318

May 22, 1974

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PROMOTION PLAN ANNOUNCEMENT (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>AIRCRAFT SERVICES BASE</u>		
74-87	CANCELLED/ENGINEERING TECHNICIAN, GS-802-4	AAC-800	
	Position filled on temporary basis only.		
74-140	Road Sweeper Operator, WG-5706-5	AAC-830	JE-5703

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: June 12, 1974

Submit SF-171, Personal Qualifications Statement and DOT F 3430.1, Performance Evaluation Record for all jobs not located in Oklahoma City, Oklahoma.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-74-16	Electronics Technician (Airborne), GS-856-12	LAX FIFO	856
FINFO-74-17	Supervisory Electronics Technician (Airborne), GS-856-12	SEA FIFO	856

PROMOTION PLAN SELECTION LIST

SELECTION	POSITION	LOCATION	ACPP NO.
Roderick Ellsworth	ATC Spec. (Station-Inst.)	AAC-930	73-299
John A. Heath	"	"	"
Willie N. Francis	Sheet Metal Mech. Ldr. (A/C)	AAC-800	74-9
Gail W. Southerland	"	"	"
Alan R. Brown	Supv. ATC Spec. (Station-Inst.)	AAC-930	74-10
James Gillespie Jr.	Aerospace Engineer	AAC-203	74-27
Mary E. Walts	Supervisory Clerk-Typist	AAC-130	74-36
Coy G. Abrams	Electronics Technician	AAC-800	74-39
Billy R. Harbison	"	"	"
Gerald D. Poplin	"	"	"
Calvin G. Smith	"	"	"
Thomas W. Statton	"	"	"
James W. Strahan	"	"	"
David M. Henry	"	"	"
Donald L. Lumry	Quality Assurance Specialist (Aerospace)	AAC-800	74-40
Robert D. Fenton	Quality Assurance Specialist (Aerospace)	AAC-800	74-40
Melvin Gaines	Air Conditioning & Heating Equipment Mechanic	AAC-55	74-45
Bobby G. Kraybill	Supv. Electronics Engineer	AAC-840	74-49
Wilfred M. Rigsby	Custodial Work Insp. Foreman	AAC-53	74-55
Ray Huffman	Materials & Equipment Inspector and Processor	AAC-430	74-58
Jerry Turner	Supply Clerk	AAC-490	74-59
Loyd E. Houck	Electromotive & Powered Ground Equipment Mechanic	AAC-56	74-66



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-22 May 30, 1974

## ACCIDENT PREVENTION CHIEF NAMED

Bobby J. Wilkes has been selected as Chief, Accident Prevention Program Staff, Flight Standard Service. He will serve as national coordinator for the General Aviation Accident Prevention Program, reporting directly to the Director, Flight Standards Service. Wilkes was previously an Accident Prevention Specialist in the Western Region's Flight Standards District Office in Van Nuys, Calif. He has been with the FAA since 1969. Before joining the agency he had considerable flying experience with various aviation organizations as well as military experience as a flight instructor.



"Full Flaps!"

DISTRIBUTION: C-8 Published by the  
Public Affairs Office, AAC-5

## NINE FATAL AIRLINE ACCIDENTS RECORDED

# GENERAL AVIATION DEATHS DOWN

According to preliminary figures published by the National Transportation Safety Board this month, total general aviation accident fatalities were down from 1,400 in 1972 to 1,340 in 1973. The number of airline fatalities rose slightly from 190 in 1972 to 227 in 1973. These deaths occurred in a total of nine fatal accidents; 204 were the result of only three accidents. One of these occurred at Boston, another at St. Louis and the third in Tahiti. The preliminary total for all transportation fatalities in 1973 was down one percent--from 60,765 in 1972 to 60,118. Of these totals, highway accidents accounted for 55,600 in 1973, down two percent from 1972, and recreational boating accidents--the second highest single cause of transportation deaths--accounted for 1,754 fatalities, a figure that exceeds the total number of aviation fatalities.

## ANNUITY GOES UP

A Civil Service annuity increase of 6.4 percent will go to all retired Federal employees in July--including those who retire before July 1, 1974--and will be reflected in annuity checks dated August 1. The annuity increase results from a rise in the Consumer Price Index of three percent or more for three consecutive months above the base month of October 1973. Employees who retire after June 30, 1974 will receive the higher of:  
(1) an annuity computed on their service up to June 30 plus the 6.4 annuity increase; or,  
(2) their earned annuity computed on their total creditable service to the date of retirement.

May 30, 1974

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THERE'S GOOD NEWS AND BAD NEWS ... First for the good news: MacArthur, north of the Aeronautical Center, is scheduled to be open by June 15. Portland, which has been closed between 44th and 54th streets, will open July 1. For the bad news ... days of detouring are not over. Sometime between July 15 and August 1, Meridian will be closed (north of Highway 152). It will remain closed for several months.

INTERCOM CONSERVATION ... To help in the fight for paper conservation, future INTERCOM issues will not be distributed on a "one-to-one" basis at the Aeronautical Center. A one-third reduction in printing will require you to share your INTERCOM with your fellow worker. This reduction will be effective with the INTERCOM of June 5, 1974.

TENNIS ANYONE? ... Numerous inquiries have been made regarding tennis courts for the FAA Center. If you are interested in having tennis courts here, contact the new Employees Association athletic chairman, Dave Jones. Dave is located in room 214 of the Multi-Purpose Building, Ext. 4437.

AVIATION REVIEW CONFERENCE COMING UP . . . "Progress Through Planning" will be the theme of the sixth annual Aviation Review Conference to be held in Washington, June 3-5. Administrator Butterfield will preside at the opening session of the three-day meeting which serves as a forum for highlighting major issues affecting the aviation community. During the first day of the conference, FAA officials will cover such topics as aviation forecasts, FAA's Ten Year Plan, the consultative planning process, and airports and air traffic control. Featured on subsequent days will be presentations from industry and discussions on environment, airport design standards and delegation of Federal programs to states.

WOMEN'S ADVISORY COMMITTEE MEETS . . . The tenth anniversary meeting of the FAA's Women's Advisory Committee on Aviation was held in Washington last week, May 20-22. Kicking off the Monday night banquet meeting was Administrator Butterfield. Much of the meeting was devoted to developing recommendations in such areas as accident prevention, aviation education and increasing citizen and community involvement in state aviation programs and in airport planning and development.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL-PC-12/74 Technical Officer, RAC/SAR, P-3 (GS-11/12, Rules of the Air, Air Traffic Services and Search and Rescue Section, Ground Branch, Air Navigation Bureau. Applications due in AIA-29 by June 10, 1974. Additional information about duties, salary, qualifications, and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

FRC

May 30, 1974

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GUIDELINES FOR HANG GLIDERS . . . In order to enhance safety, advisory information covering the fast-growing sport of hang gliding has been issued by the agency. The agency will continue to monitor the growth and safety status of the sport to determine the need for additional action. Safety recommendations spelled out in a new Advisory Circular, which is available at FAA Field Offices, include: flying no higher than 500 feet above the general terrain; no operation within five miles of the boundary of any airport, in restricted or prohibited airspace, or within 100 feet of, or at any altitude over, dwellings or populated areas.

AIRWORTHINESS DISCUSSIONS PLANNED . . . The agency has invited aviation experts from here and abroad to a two-day "Airworthiness Standards Consultative Conference" on June 6 and 7 in Washington for technical discussions on FAA's aircraft certification program and the correction of service difficulties on type-certificated aeronautical products. Discussions will center on these four subject areas: aircraft pressure containment and protection from sudden decompression hazards with emphasis on wide body jet design concepts; equivalent safety findings in type certification; application of "probability terms" in type certification and airworthiness directives.

ATC PERFORMANCE STANDARDS . . . Representatives of System Development Corporation will be visiting the Seattle and Cleveland Centers on May 29 and 30 and the Chicago and Denver Centers on June 3 and 4. They will be working with controllers and supervisors to field test performance standards and measures developed for the enroute option. These field tests are the latest in a series which have been undertaken in ATC towers and centers across the country over the past two years.

BUYING BONDS . . . The first two reporting periods for FAA's U.S. Savings Bond Campaign show a healthy overall agency participation rate of 76 percent. Here's the percentage rundown for regions, centers and Headquarters: AAC, 92%; AAL, 72%; ACE, 83%; AEA, 66%; AGL, 75%; ANA, 73%; ANE, 70%; ANW, 79%; APC, 87%; ARM, 74%; ASO, 73%; ASW, 81%; AWE, 73% and Washington Headquarters 79%. New subscribers since December 31, 1973 total 2,151, and 1,778 persons have increased their allotment during the current campaign. FAA is still a little short of the government-wide participation goal of 80%, but prospective subscribers still have until Friday to get their allotment in. Remember, interest on bonds is free of state and local taxes.

FROM YOUR EMPLOYEES ASSOCIATION ... Seven Seas tickets - adult \$3.35, child \$2.50. Six Flags Over Texas tickets - adult \$5.75, child \$4.75. Magic Kingdom club cards for Disneyland/Disneyworld. Mar Car race tickets for Friday and Sunday nights - State Fairgrounds. Use the EA duplicating machine - 10¢ per copy.

IT'S NOT TOO LATE - SIGN UP FOR SAVINGS BONDS TODAY

May 30, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: June 5, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

An incumbent selected for a position with promotion potential will not be promoted automatically when qualification requirements are met. Such promotions will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>DATA SERVICES DIVISION</u>		
74-141	Peripheral Equipment Operator, GS-332-4	AAC-340	332
	<u>FAA DEPOT</u>		
74-142	Production Controller, GS-1152-7	AAC-440	1152
	This position has promotion potential to GS-9 without further competition.		
74-143	Electronics Technician, GS-856-7	AAC-440	856
74-144	Electronics Technician, GS-856-9	AAC-440	856
74-145	Machinist, WG-3414-10	AAC-440	JE-3414
74-146	Electro-Mechanical Equipment Repairer, WG-2801-11	AAC-440	JE-2801

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
David L. Arnold	ATC Spec. (Station-Inst.)	AAC-930	73-299
William A. Shoumaker	Supv. Elec. Engr. (Inst.)	AAC-940	74-2
Alan R. Brown	Supv. ATC Spec. (Station-Inst.)	AAC-930	74-10
Ernest L. Abraham	Aerospace Engineer	AAC-840	74-34
William J. Searcy	Aerospace Engineer	AAC-840	74-34
Bela W. Bradley	Electronics Engineer	AAC-840	74-35
Paul G. Taylor	Electronics Engineer	AAC-840	74-35
Pearl A. Issac	Medical Records Technician	AAC-100	74-67
Verda L. Riley	Clerk-Typist	AAC-130	74-68
Vicky Williams	Clerk-Typist	AAC-24	74-68
Elaine Jackson	Secretary (Stenography)	AAC-43	74-72
Sara Sprinkle	Secretary (Stenography)	AAC-300	74-75
Patty Booker	Secretary (Stenography)	AAC-490	74-78
A. Lois Lynch	Accounting Clerk	AAC-21	74-85
Charley L. Ford	Accounting Clerk	AAC-21	74-85
Dorothy Burt	Clerk-Stenographer	AAC-920	74-88



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-23

June 5, 1974

## SAVING PAPER

A new streamlined FAA Catalogue of Training Courses will be ready for distribution in July. Changes in format have more than halved the size of the catalogue--from 600 to 225 pages. Because of the paper shortage, distribution also has been reduced. These reductions have cut the cost of printing the new publication from \$35,000 to \$12,000.

## ACROSS-THE-BOARD GAINS

### AIR TRAFFIC OPERATIONS UP 6%

Air Traffic activities increased six percent at FAA control towers, enroute centers and flight service stations in 1973, according to a report released by the agency last week. Total operations (takeoffs and landings) at the agency's 386 towers was 56,533,953. Chicago's O'Hare International Airport remained the nation's busiest with 695,303 operations. The next four busiest towers were Santa Ana, Van Nuys, and Long Beach, all in California, and Atlanta, Ga. Total aircraft handled by FAA's 27 air route traffic control centers was 23,348,832 last year. Cleveland was the busiest center with 1,728,590 aircraft handled, followed by Chicago, New York, Atlanta and Washington. Total flight services provided by the more than 350 FSSs was 57,219,000. Los Angeles FSS ranked on top with 965,023 flight services, followed by Chicago, Miami, Washington National and Detroit City.

## TEMPORARY RIDES NEEDED

Some 190 young people will be working at the Aeronautical Center this summer (June 1 to about Aug 15) and many need rides. If you will carpool one or more of these summer employees, please check at the Credit Union to see if any are in your area.



## MINORITY CREW TO TEST FOR FAA

The agency has signed a contract with a minority firm, HH Aerospace Design, Inc. of New York City, to conduct a series of research test flights. The contract provides for the test crew to perform research flights in a specially instrumented FAA aircraft at JFK International Airport in support of current aircraft wake vortex avoidance system studies. The tests will involve flying at low altitudes--50 to 1,000 feet--in the vicinity of Runway 31R at JFK. The crew was trained by Systems Research and Development personnel to conduct eight weeks of test flights which began last week. This is believed to be the first Black research flight test crew engaged by FAA.

DISTRIBUTION: C-8 AAC-5 (6)  
Published by the Public  
Affairs Office, AAC-5

ARTS III PROGRAM NEAR WIRE . . . With last month's commissioning of the Automated Radar Terminal System (ARTS III) at San Antonio, 59 of the 61 towers in the program now are using this equipment on a full-time basis. Actually the ARTS III components have been delivered to all 61 sites but commissioning is being delayed at Oakland/San Francisco and Dallas/Fort Worth pending readiness of support equipment and facilities. Commissioning is scheduled to take place at the West Coast site near the end of next month, but the system probably will not go into use at Dallas/Fort Worth until near the end of the year after a new terminal communications system is delivered and installed. Of the 64 systems originally ordered from the UNIVAC Division of the Sperry Rand Corp., three are in use for training, research and development and system support.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). PARIS: PC-14/74 Air Transport Specialist, P-3 (U.S. \$18,410-\$25,610 gross, U.S. \$13,766-\$18,366 net free of tax); incumbent will be assigned to the European Civil Aviation Conference. Applications due in AIA-29 by June 18, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

AIRWAY FACILITIES DIVISION CHIEFS MEET . . . Washington and Regional Airway Facilities Division Chiefs met on May 7-9 in Atlantic City. Among the top issues covered were: field and Headquarters EEO objectives, the Fair Labor Standards Act, management of field facilities, maintenance, and F&E programming requirements. C.A. Commander, NAFEC Director, provided the conferees with a tour of the new Microwave Landing System, terminal beacon radar system and automation test facilities at NAFEC to cap off a highly successful conference.

FAA WORLD BLOSSOMS IN JUNE with stories on certificating Dallas-Fort Worth Airport in "9 Hectic Days"...a GADO program for disabled would-be fliers that help their "Wheelchairs Take Wing"...a tale of bringing in a bizjet for "A Two-Point Landing"...a profile of Executive School Director Vic Onachilla as "A Man to Remember"...on the lighter side, an odyssey of region brass who defy the elements to make a dedication but get "Lost in the Snow"...and a "Flight of Fancy" you wouldn't believe...finally, a shortie on controllers "Inn Control" atop an inn. You'll also find Direct Line, Heads Up, Faces and Places, Small World and Federal Notebook.

CONTRACT LET FOR NEW TOWER . . . A contract for the construction of a new air traffic control tower at Eppley Airfield in Omaha, Neb. has been awarded. The structure will be six stories high and will be capped by a government-furnished type control cab. The shaft will be structural frame with brick facing and will measure 32 by 38 feet. It replaces an old structure of World War II vintage. Completion date for the new building is June 1975.

BACK PAY SCHEDULE . . . Here are the estimated amounts of back pay (before deductions for retirement, social security, Government life insurance, taxes, etc.) that GS employees may expect to get as a result of the pay raise which was delayed from October 1, 1972, to January 6, 1973. Amounts will vary if you had a pay change during this period. Checks will go to all present and former employees and to beneficiaries of deceased employees who were on the payroll during that period. Payment computations will be completed and the agency will be prepared to pay by the end of June. However, Congress must still authorize the funds through a supplemental appropriation which must then be signed into law. Thereafter, the Treasury Department must release the funds prior to issuing the actual pay checks. Some agencies have issued checks for the back pay because they had funds available. Unfortunately, FAA is not in that posture and requires the supplemental appropriation to be able to pay all affected FAA employees. Please keep your old payroll office advised of your address if you change payroll offices or leave the agency.

GS	Steps									
	1	2	3	4	5	6	7	8	9	10
1	\$67	\$62	\$67	\$73	\$67	\$73	\$78	\$78	\$78	\$84
2	73	73	78	78	84	84	84	90	90	90
3	84	78	84	90	90	95	95	101	101	106
4	90	95	95	101	101	106	106	112	118	118
5	101	101	112	112	112	118	123	123	129	134
6	112	118	123	123	129	134	140	134	140	146
7	129	129	134	134	146	146	151	151	162	162
8	140	146	146	151	157	162	162	168	174	179
9	151	157	168	168	174	174	185	190	190	202
10	168	174	179	185	190	196	202	213	213	224
11	185	190	196	202	213	213	218	230	230	241
12	218	230	230	241	246	258	263	269	280	286
13	258	269	274	286	291	302	314	319	330	336
14	302	314	325	336	342	353	364	375	386	392
15	353	364	375	392	403	414	426	437	448	459
16	409	426	437	454	465	370	106	0		
17	448	140	0							
18	0									

NAMED FOR LONG-TERM TRAINING . . . The following employees have been selected for long-term training programs under FAA sponsorship: Education for Public Management Program--John P. Foundos, Deputy Chief, Washington ARTCC, Cornell Univ.; Richard F. Layne, Los Angeles AF Sector, and Dennis J. Warth, AF Division, Western Region, both Univ. of Southern California; Industrial College of the Armed Forces--Vincent J. Mellone, O'Hare Tower Chief; Air War College--Clinton A. Murphy, Miami AF Sector Manager; Air Transportation Systems Specialist Program--Univ. of California at Berkeley--Vianna Briscoe, Donald E. Johnson, Kenneth A. Kraus, and Peter A. Serni (all Headquarters); Bennett D. Flax, SRDS (NAFEC); Jack L. Grigsby, Dallas ACDO; and George C. Paul, Denver ADO.

June 5, 1974

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FREE BLOOD TESTS . . . Male employees at the Aeronautical Center, who are between ages 35 to 59, will have an opportunity to have the cholesterol blood level tested free on June 12 and 13. Through cooperation of the Oklahoma Medical Research Foundation this testing will take place at the Employee Clinic from 7:00 to 10:00 a.m. both mornings. Results of the test will be forwarded to the employee's personal physician, or if the employee prefers it will be filed with CAMI. It will be available to the employee from either source. Employees who are found to have high cholesterol content in the blood (upper 5 percent of the population) will have an opportunity to participate in a follow-up program of diet, medication, tests. This program is offered free, and is strictly voluntary. Check the June 5 WIRETAP for more details. Employees who wish to have the cholesterol blood test should not eat anything after the normal dinner hour (6 to 6:30 p.m.) the evening before. This is very important. Water and black coffee may be taken but nothing else.

1974 U.S. SAVINGS BOND CAMPAIGN CLOSES. . . The Director has announced that the Aeronautical Center reached a participation rate of 93.4% at the end of the campaign. A total of 345 employees enrolled for the purchase of Savings Bonds and 236 employees increased their current allotments. Mr. Creswell expressed appreciation to all who helped to make this year's campaign a success. The breakdown of final rates of participation by organization is as follows:

<u>ORGANIZATION</u>	<u>PARTICIPATION RATE</u>
Office of Director & Staff Offices	100.0%
Manpower Division	100.0%
Accounting Division	99.0%
Budget Division	100.0%
Administrative Services Division	97.2%
Plant Engineering Division	95.8%
Management Analysis Division	100.0%
Audit Division	100.0%
Air Transportation Security Division	100.0%
Civil Aeromedical Institute (CAMI)	92.0%
Flight Standards Technical Division	92.6%
Data Services Division	94.1%
Depot	92.5%
Management Training School	94.4%
Procurement Division	100.0%
Aircraft Services Base	93.9%
Academy	87.1%
Airway Engineering Support Division	100.0%
Flight Inspection National Field Office	89.7%
Transportation Safety Institute	100.0%
TOTAL - Aeronautical Center	93.4%

June 5, 1974

-5-

CONNECTOR DEMONSTRATION SCHEDULED . . . AMP Special Industries will hold a connector demonstration in Room B-1 of the Aviation Records building on June 11, from 9 a.m. to 4 p.m. On display will be the latest state of the arts in wire terminations, tool certification and general exposure to ARINC type 404 connectors and related products for aircraft maintenance and repair ARTCC tower and rag types of equipment. All interested employees are invited to attend.

SLIDE, KELLEY, SLIDE . . . The FAA Womens' Softball Team has won 7 games and lost only one. Let's give them a good cheering section - get out for the games as often as you can. They play June 6 at Woodson #1 Diamond, 7:15 p.m.; June 11 at Tolan Park, 6:15 p.m. June 15 they will play at Will Rogers Park at 6:00 p.m.; and Monday, June 17 at Wiley Post, 6:15 p.m. The balance of their schedule will appear in the June 19 WIRETAP.

FROM YOUR EMPLOYEES ASSOCIATION . . . OKLA. CITY WRANGLERS = June 8 - Taft Stadium = \$4.00 tickets for \$3.50. Lincoln Plaza playhouse = "Come Blow Your Horn" = FAA night, June 25 - \$4.00 show tickets for \$3.00. Seven Seas tickets = adult \$3.35, child \$2.50. Six Flags Over Texas tickets = adult \$5.75, child \$4.75. Magic Kingdom club cards for Disneyland/Disneyworld. Mar Car race tickets for Friday and Sunday nights.

COLLISION AVOIDANCE SYSTEMS ON THE WAY . . . In a report to Congress last week, Gustav Lundquist, Associate Administrator for Engineering and Development, outlined some of the progress FAA has made in the field of collision avoidance systems. Speaking of conflict alert systems for all National Airspace System and ARTS III terminal facilities, he said the agency has nearly completed the engineering, development and testing of this equipment. He explained that this is an automated function that will alert the controller to the possibility of a potential midair conflict. "Its design and intent is to serve as a safety backup to the controller," he added. Lundquist went on to point out that development and testing of independent airborne collision avoidance and proximity warning indicator systems also is being pushed ahead.

FARS AVAILABLE IN INDIVIDUAL PARTS . . . Federal Aviation Regulations are now being published in individual Parts as a convenience to users. Seventeen of the 61 Parts are now available and FAA expects that all will be published by Feb. 1975. The most commonly used Parts will be available by subscription from the Superintendent of Documents. Lesser used parts will be available as single sales items. Current subscribers will be notified by Superintendent of Documents of prices and ordering procedures for individual Parts as Volumes are phased out.

June 5, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: June 12, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-147	<u>AERONAUTICAL CENTER COUNSEL</u> Secretary (Stenography), GS-318-5	AAC-7	318
74-148	<u>MANAGEMENT ANALYSIS DIVISION</u> Management Assistant (Typing), GS-344-5	AAC-61	344
74-149	<u>FAA DEPOT</u> Packer, WG-7002-6	AAC-430	JE-7002
74-150	Materials Expediter, WG-6705-7	AAC-430	JE-6705
74-151	Teletypewriter Repairer, WG-2509-8	AAC-440	JE-2509
74-152	Quality Assurance Specialist, GS-1910-11	AAC-450	1910
74-153	<u>FAA ACADEMY</u> Education Specialist, GS-1710-12	AAC-920	1710
74-126	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Electrical Engineer, GS-850-13	AAC-1000	800
74-127	Civil Engineer, GS-810-13	AAC-1000	800
74-128	*Electronics Engineer, GS-855-14	AAC-1000	800

\*Two options: Navigational Aids and Communications. Indicate which option you are bidding on.

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: June 26, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-19	Airspace System Inspection Pilot, GS-2181-13	AFS-530	2181

Ingrade/downgrade candidates only.



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-24

June 12, 1974

BOUND FOR MIAMI CENTER

## STAND UP FOR AVIATION

Speaking at the Reading Air Show in Pennsylvania last week, Administrator Butterfield declared, "The need to involve the general public in aviation and to revitalize their interest in air transportation is long overdue." He said that few of the public understands benefits or even the meaning of "general aviation"--business and personal flying. He called for efforts by the aviation community to "multiply the advocates" of aviation. In this vein, the Administrator announced the reorganization of FAA's Women's Advisory Committee on Aviation as the Citizen's Advisory Committee on Aviation.

## LAST CDC ACCEPTED AT FACTORY

The last of 17 Computer Display Channel (CDC) systems ordered from the Raytheon Co. was factory accepted by FAA last month. It will be delivered to the Miami Air Route Traffic Control Center in mid-June, marking the end of a program begun in Jan. 1967 to equip 15 of the 20 NAS Stage A centers on the U.S. mainland with this type of automated system. The other two systems are used for training at the FAA Academy and for software support at NAFEC. The CDC accepts messages from the center's IBM computer complex, stores them, makes up display images and sends them to be displayed at the controller's radarscope. Data displayed includes alphanumeric flight information, radar targets, airways and other data. Although the last system has been accepted, the Raytheon contract is expected to continue for another 18 months to complete procurement of ancillary items and spare parts.

## GROUND, AIR TEAM UP FOR SAVE

Combining talents on the ground and in the air, an FAA flight service station, enroute center and tower joined forces last month to bring a lost pilot home to a safe landing at the Pendleton, Ore. airport. First, the Redmond, Ore. FSS relayed the call for help to the Seattle center from another plane that heard the lost pilot's request for assistance. The FSS then relayed the center's instructions to the lost aircraft. The center, in turn, notified Pendleton tower. Communications problems prevented the center (continued on page 2)



anyone  
under the  
sun  
can get  
skin cancer

*If you work or play in the sun, cover up!  
Too much sun can cause skin cancer. Safe-  
guard yourself by avoiding over-exposure.*

AMERICAN CANCER SOCIETY

DISTRIBUTION: C-8 AAC-5(6)  
Published by the Public  
Affairs Office, AAC-5

June 12, 1974

-2-

GROUND AND AIR TEAM UP FOR SAVE (Continued from page 1) . . . from pinpointing the aircraft's position and the tower from transmitting to the lost pilot. Then another aircraft took off to look for the plane and relay the center's instructions to it. Finally, as the aircraft neared Pendleton airport, the tower was able to relay directions to the distressed aircraft through a United Airlines flight and then directly to the aircraft. Fourteen air traffic control specialists and three pilots took part in the rescue--truly a team save. During May, 214 flight assists were reported--92 by flight service stations, 93 by towers and 29 by centers; 347 people were reported on board the aircraft involved. There were 119 lost pilots, 23 low on fuel, 35 involved in weather and 52 with some type of equipment malfunction.

ADAP PASSES \$1 BILLION MARK . . . More than \$1 billion has now been allocated by the agency under its Airport Development Aid Program (ADAP). ADAP was established by the Airport and Airways Development Act of 1970 which was signed into law by President Nixon in May of that year. First allocations under the new program were approved in July 1970. To date funds have been approved for 1,955 projects. Included were funds for the construction of new runways at three major airports, Denver Stapleton, Honolulu and the most recent--approved last week--at Detroit Metropolitan-Wayne County Airport.

GATE ABOUT TO OPEN . . . Four air traffic controllers and a four-engine jet and its six-man flight crew will be FAA's contribution to a complex and far-flung weather study of the Atlantic tropics this June to September by the World Meteorological Organization, an agency of the UN. The controllers will work at the Dakar, Senegal air traffic center to handle the movements of aircraft between the airport and over-the-ocean routes. FAA's KC-135 aircraft from the Aeronautical Center will drop radio transmitting packages which will measure wind, pressure, temperature and humidity during parachute descents to the Atlantic Ocean. The study, dubbed GATE for Global Atmospheric Research Program-Atlantic Tropical Experiment, enlists the efforts of 66 nations, 38 ships, 13 aircraft, six satellites, nearly 1,000 land stations and 4,000 scientists, technicians and crew members.

FAA ADOPTS NEW QUALITY CONTROL PROGRAM . . . New quality assurance requirements have been adopted by the agency for contractors who provide FAA with air traffic control equipment, navigational aids, and related items intended for use in the National Aviation System. FAA's "Quality System Certification Program" requires prospective contractors to submit a Quality Control System Plan (QCSP) to the agency for evaluation along with their technical proposals for building the equipment. A successful contractor will receive a certificate from FAA attesting that the contractor's QCSP is adequate, when followed, to assure that products submitted to FAA for acceptance meet all contract requirements. The certificate will become part of the contract.

June 12, 1974

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RETIRING? DON'T FORGET LAST JANUARY'S ANNUITY INCREASE . . .

Employees who retire before July 1, 1974, will receive the 6.4 percent annuity increase mentioned in the May 28 INTERCOM. But did you know that under a law passed in October 1973, some of those same people also will benefit from last January's annuity increase? Under the law, anyone who retires before July 1, 1974 will have his annuity computed by the Civil Service Commission in two ways--(a) the amount of annuity that would have been earned if retired prior to January 1, 1974, with the addition of the 5.5 percent increase which was effective on that date; and (b) amount of annuity earned as of the date actually retired: the retiree will automatically be given the benefit of the higher annuity resulting from (a) or (b). In addition, he'll get the 6.4 percent increase to be effective July 1. Note that under the law, persons retiring after June 30, 1974, cannot have the benefit of any part of the January 1, 1974 annuity increase.

LOW-VISIBILITY FLIGHT SIMULATION . . . In cooperation with the Air Force, FAA will participate in low-visibility flight simulation tests at Wright-Patterson AFB in Ohio. The technique involves electronic creation of "fog" and poor weather conditions in the TV system which is used to project a picture of terrain and airport runways in front of the cockpit simulator. FAA, airline and Air Force pilots will "fly" the simulator during tests, which are expected to begin late this month or early July and last about one month. Data will be applied to both flight simulator techniques and to real-life flying problems associated with poor weather landings.

THEY WANT YOUR NUMBER ON THE BOND . . . The Treasury Dept. has directed that all employees who buy U.S. Savings Bonds on the payroll deduction plan provide their social security numbers for printing on the face of the Bond. Payroll offices have been told by Treasury to discontinue payroll deductions for current Bond subscribers and to refuse new subscribers if they do not provide the social security number of the first-named person on the Bond. Form letters requesting the information have been sent to all Bond subscribers.

URGENT REQUEST--ICAO SEEKING AN FAA REPLACEMENT . . . For the position of Flight Operations Adviser in Beirut, Lebanon. The initial assignment will be 18 months (possibly longer). Salary: Level 5, Step 1, Gross U.S. \$28,530; Net (free of tax) U.S. \$20,118. Applications due in AIA-29 by June 24, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

CATALOGUE DISTRIBUTION . . . The streamlined, paper-saving FAA Catalogue of Training Courses, 3010.6D, mentioned in a recent INTERCOM, will be distributed around October rather than in July.

June 12, 1974

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YOU CAN'T SQUEEZE BLOOD FROM A TURNIP . . . is just our way of reminding all male employees between ages 35 and 59 that they may have their blood checked for level of cholesterol. There is no cost for this testing which is being provided at CAMI through the Oklahoma Medical Research Foundation. Blood will be drawn between 7:00 and 10:00 a.m. Wednesday, June 12 and Thursday, June 13. No food should be eaten after the dinner hour (6 to 6:30 p.m.) the evening before the blood is taken. The age bracket has been determined to be the group most susceptible to heart attacks and strokes of persons with high cholesterol, and is set by the Oklahoma Medical Research Foundation. Women are not included because of estrogen level which aids in keeping cholesterol low.

SUMMER YOUTH PROGRAM . . . Mrs. Sheryl Flowers has been hired as Education Specialist to assist in the summer aid and summer hires program. Her duties will be primarily to provide on-the-job training to our temporary clerical summer youth employees. Mrs. Flowers has a degree in Business Education and has taught the past two years in the Mustang School system. Her contacts with summer employees will be made through their supervisor.

Our purpose in adding this on-the-job training aspect to the summer youth program is to avoid formal training sessions which take the employees off the job, and to give them individual help on problem areas that either they or their supervisor may identify for Mrs. Flowers.

PLAY BALL . . . Or if you're not a member of the FAA womens' softball team, then get out to the games and give them encouragement. They play at Will Rogers park Saturday, June 15, 6:00 p.m. And again on Monday, June 17, 6:15 p.m. at Wiley Post park.

FROM YOUR EMPLOYEES ASSOCIATION . . . OKLA. CITY WRANGLERS VS. TULSA - June 15 - Taft Stadium - \$4.00 tickets for \$3.50. Lincoln Plaza Playhouse - "Come Blow Your Horn" - FAA night, June 25 - \$4.00 show tickets for \$3.00. Seven Seas tickets - adult \$3.35, child \$2.50. Six Flags Over Texas tickets - adult \$5.75, child \$4.75. Magic Kingdom Club Cards for Disneyland/Disneyworld. Mar Car race tickets for Friday and Sunday nights. Post your want ad on the EA bulletin board. Use the EA duplicating machine - 10¢ per copy.

EXECUTIVE OFFICER SELECTED . . . Aeronautical Center Director Thomas Creswell announced the appointment of John K. Hall as executive officer. Hall has been acting in that position on detail from his position as Chief, Budget Division.

June 12, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: June 19, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA DEPOT</u>		
74-158	Clerk-Typist, GS-322-4	AAC-482	300-2
	This is an OCR Typist lead position.		
74-159	Supply Clerk, GS-2005-5	AAC-480	2005
74-160	Packer, WG-7002-4	AAC-430	JE-7002
74-161	Electronics Technician (Nav aids), GS-856-9	AAC-440	856
	<u>AIRCRAFT SERVICES BASE</u>		
74-162	Supervisory Quality Assurance Specialist, GS-1910-12 (Non-Destructive Testing - A&P required)	AAC-800	1910
	<u>FAA ACADEMY</u>		
74-113	CANCELLED/SUPPLY CLERK, GS-2005-5	AAC-950	
	Position filled by RIF action.		

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PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Fred Horvatin	Elec. Engrng. Tech. (Inst.)	AAC-940	73-355
William B. Hawke	"	"	"
Robert B. Snoddy	"	"	"
John P. Bryan	Electronics Mechanic	AAC-440	74-53
Donald R. McCraw	Computer Operator	AAC-340	74-57
Homer L. Evans	Electromotive & Powered Ground Equipment Mechanic	AAC-56	74-66
Betty J. Miller	Clerk-Typist	AAC-23	74-68
Doris E. Brown	Clerk-Typist	AAC-53	74-68
Charley L. Ford	Computer Operator	AAC-340	74-76
Alfred M. Luster	"	"	"
Terry Davidson	Supply Clerk	AAC-482	74-77
Catherine S. Emde	Purchasing Agent	AAC-723	74-80
Jearl T. Self	Electronics Technician	AAC-800	74-81
Zella M. Taylor	Accounting Clerk	AAC-21B	74-85
Robert L. Hoppers	Supv. Staffing Assistant	AAC-14	74-89
Melva J. Evans	Clerk-Stenographer	AAC-44D	74-90
Arthur Prince	Painter Helper	AAC-830	74-93
Lela A. Badgett	Secretary (Stenography)	AAC-8	74-99

June 12, 1974

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PROMOTION PLAN SELECTION LIST (continued)

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Juanita Voyles	Budget Clerk	AAC-30	74-100
Verla J. Williams	"	"	"
David F. Owen	Air Conditioning & Heating Equipment Operator	AAC-55	74-101
James D. Owen	Air Conditioning & Heating Equipment Mechanic	AAC-55	74-102
Carolyn K. Stewart	Medical Records Technician	AAC-100	74-103
David L. Wasland	Supply Cataloger	AAC-490	74-105
Lillian W. Warlick	Clerk-Typist	AAC-930	74-111
Judith E. Hoffman	Secretary (Stenography)	AAC-940	74-112
Norma J. Girod	Secretary (Stenography)	AAC-40	74-114
Nikki Turner	Clerk-Stenographer	AAC-1000	74-120
Paula H. McCann	"	"	"
Carol Lowell	"	"	"
Mary E. Gorman	Training Technician	AAC-930	74-130
Dorothy Bridges	Accounting Technician	AAC-23	74-132
Pat Lookabaugh	Clerk-Stenographer	AAC-45	74-134
Wayne E. Bennett	Airspace System Inspection Pilot	ATL FIFO	FINFO-73-38
Harry J. Ross	Supv. Airspace Sys. Insp. Pilot	ACY FIFO	FINFO-74-5

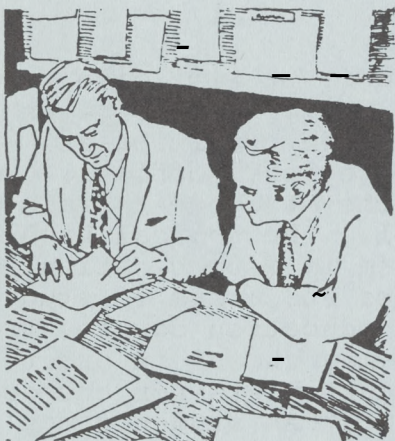
# FAA SPECIAL Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

June 17, 1974

## COLLEGE OPPORTUNITIES IN FAA

Opportunities for college education are springing up all over FAA, thanks to a special program instituted nationally by the agency late last year. Called FAACOP, for Federal Aviation After-Hours College Opportunity Program, the program gives FAA employees a headstart on a bachelor's degree and an opportunity to take college courses in order to earn



the degree. FAACOP grew out of local efforts by several agency facilities which made agreements with colleges beginning about two years ago. With the assistance of a contractor, Educational Research and Services Corp., over 20 more such programs have been or will be set up throughout FAA at various field facilities, regional offices and urban areas. Additional programs can be set up at any facility where employees have the time and desire to do it. (More about this later.) Under the program colleges give FAA employees up to two years of college credit based on their previous FAA training. Col-

leges may also allow employees to transfer credit from other institutions and to receive credit for the College Level Examination Program (CLEP). Employees attend classes a few days each week during non-working hours to fulfill the remaining requirements for a bachelor's degree. Courses of study presently include majors in accounting, business administration, sociology, history, psychology, human resources mathematics and general studies. Programs are open to employees at the full performance journeyman level in air traffic, airway facilities, flight standards, administrative and other technical occupations.



## EMPLOYEE NEEDS

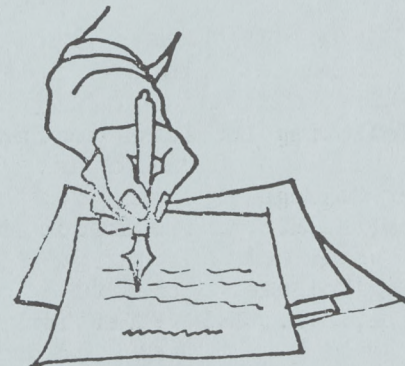
In terms of class schedules and locations and college admission requirements, FAACOP puts the needs of FAA employees first and the convenience of the college second. This means that colleges, where possible, have scheduled repeat classes for employees whose working hours don't permit them to attend the first class. Some colleges allow FAA to videotape a class for subsequent presentation to FAA students if an instructor is not available for a repeat class. Furthermore, arrangements have been made with some colleges for classes to be held in FAA facilities as an additional convenience to employees. Admission is also simplified for FAA students. College entrance examinations are usually waived and only a high school diploma or equivalency is required.

Several colleges offer reduced tuition to FAA students. Each college offers full academic counseling to FAA students.

## ACADEMIC CREDIT

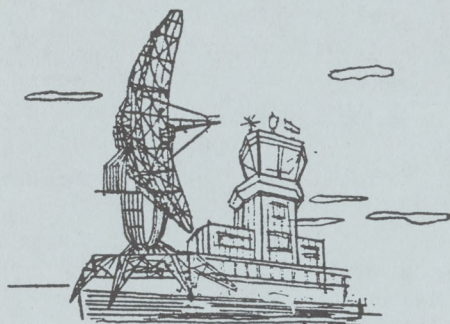
The college determines how much academic credit it will give to FAA employees based on their FAA training. Credit may be given not only for training at the FAA Academy, but for training at field facilities, regional offices, Headquarters and the Management Training School as well. The typical bachelor degree program is a combination of required courses and areas of study and other general education courses from which the student may choose in order to meet the total requirements for the degree. Under FAACOP, FAA students may receive as many

as 60 equivalency course credits (roughly two years college work) for their FAA training. These credits are usually given in place of general education courses. Remaining areas of study and any specific courses required for the degree are taken by the FAA student after enrollment in the program. Some colleges may permit flight service station specialists and airway facilities technicians to waive non-elective natural science and mathematics courses ordinarily required for a degree.



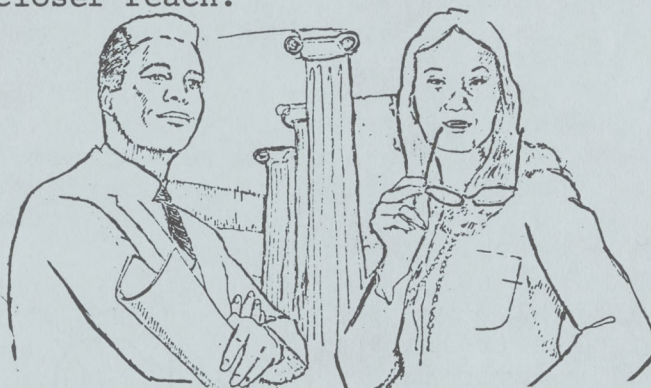
## YOUR FACILITY CAN HAVE A PROGRAM

College opportunity programs are not limited to those locations that currently have them. Locations getting programs under the contract were picked due to their greater numbers of FAA employees, but any FAA facility may establish its own program if there is sufficient employee interest and an agreement can be reached with an appropriate college in the local area. Detailed information on how to set up a program is contained in an Office of Training booklet, "Guidelines for Establishing After-Hours College Opportunity Programs," distributed recently to all field facilities, and to regional, center and area offices. Regional Training Branches can also give assistance to facilities that want to set up a program. Normally, the programs are established and maintained by Higher Education Committees composed of interested employees at each location.



## ADVANTAGES

College education can enhance an employee's career progression, improve his or her knowledge, abilities and competence, and provide a solid base for further training and experience. All employees are encouraged to evaluate their own education and experience and take the initiative when needed to obtain college education through FAA after-hours programs to bring their career goals within closer reach.



The following locations now have college opportunity programs:

Rivier College  
Nashua, N. H. . . . Boston ARTCC

Dowling College  
Oakdale, L.I., N.Y. . New York ARTCC

Aurora College . . .Chicago ARTCC and  
Aurora, Ill. . . . Great Lakes Reg. Of

Jones College  
Jacksonville, Fla. . . Jacksonville are

Baldwin-Wallace College  
Berea, Ohio (near Cleveland) . . Cleveland area

Embry-Riddle Univ.  
Miami, Florida . . . Miami area

Pepperdine College  
Los Angeles, Calif. . . Los Angeles area

Johnson & Wales College  
Providence, R.I. . . Providence Tower

Westminster College  
Salt Lake City, Utah . . Salt Lake City area

Hawaii Pacific College  
Honolulu, Hawaii . . Honolulu ARTCC

Mid-America Nazarene College  
Olathe, Kansas . . . Kansas City ARTCC

Oklahoma City Univ.. Oklahoma City area,  
Oklahoma City, Okla. Towers & Academy

Marian College  
Indianapolis, Ind. . . Indianapolis area

Texas Wesleyan U. . Ft. Worth ARTCC &  
Fort Worth, Tex. S. W. Region Office

Univ. Northern Colorado  
Greeley, Colorado . . . Denver ARTCC

Mankato State College  
Mankato, Minn. . Minneapolis ARTCC

Univ. Albuquerque  
Albuquerque, N.M. . . Albuquerque area

Stockton State College  
Pomona, New Jersey . . . NAFEC

Prairie View A&M College  
Houston, Texas . . . Houston area

George Washington U. .Washington ARTCC  
Wash. , D. C, & Washington Tower

Miami Education Consortium  
Miami, Florida . . . Miami area

Univ. Baltimore  
Baltimore, Maryland . . Baltimore area

Barry College  
Miami, Florida . . . Miami area

Golden Gate Univ. . . . San Francisco &  
San Francisco, Ca. Oakland area

Mercer Univ.  
(Atlanta Campus) . . . Atlanta area

Here are locations where programs are tentatively planned or will begin shortly:

Des Moines

San Antonio

Detroit

San Diego

Memphis

San Juan

Milwaukee

Seattle

New Orleans

Tampa

New York

Washington, D. C. (Hdqtrs.)

Phoenix

Wichita

Sacramento



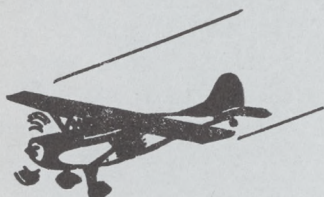
# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-25 June 19, 1974

## T&A CARDS FOR PAY PERIOD 13

Due to the end of the fiscal year, all Aero Center T&A cards for pay period ending June 22, 1974, (pay period 13) must be turned in to the Payroll Branch, AAC-24, by 0900 June 24, in order to meet the Treasury Department's schedule for printing and mailing employees checks on June 28, 1974, instead of July 1, 1974.



## TEMPORARY RIDES NEEDED

Some 190 young people will be working at the Aeronautical Center this summer (June 1 to about Aug 15) and many need rides. If you will carpool one or more of these summer employees, please check at the Credit Union to see if any are in your area.

## OFFICES CREATED, ELIMINATED

### WASHINGTON PUTS ON NEW FACE

Get out your scorecard and take notes on the following reorganizations which became effective last week in Washington Headquarters: The position of Associate Administrator for Aviation Safety (ASA) is established. Reporting to it are the Flight Standards Service and the Civil Aviation Security Service (ACS), which takes over air security functions of the former Office of Air Transportation Security. The Associate Administrator for Plans is redesignated the Associate Administrator for Policy Development and Review (APD). The Office of Aviation Policy and Plans and the Office of Aviation Economics are replaced by an Office of Aviation Policy (AVP) and an Office of Aviation System Plans (ASP), which both report to APD. The position of Associate Administrator for Airports (ARP) is established, with Airports Service reporting to it as well as the new Metropolitan Washington Airport Service (AMA), which is responsible for Washington National and Dulles International Airports. The position of Associate Administrator for Air Traffic and Airway Facilities (ATF) is established, with the Air Traffic Service and Airway Facilities Service reporting to it. The position of Associate Administrator for Operations is eliminated, with its functions divided among the other Associate Administrators. An Office of Investigations and Security (ASE) is established under the Associate Administrator for Administration. The Quiet Short-Haul Air Transportation System Office is eliminated; its functions are transferred to the Office of Aviation Policy and the Systems Research and Development Service. (Continued on page 2)

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Affairs Office, AAC-5

WASHINGTON REORGANIZES (Continued from page 1) . . . The Office of Appraisal is eliminated, leaving each Associate Administrator responsible for evaluation of his functions and the Associate Administrator for Administration responsible for monitoring such evaluations. The Office of Personnel and the Office of Training are combined into a new Office of Personnel and Training (APT).

PROPOSALS FOR AIRWORTHINESS CONFERENCE PUBLISHED . . . FAA has published a compilation of over 1,000 proposals received in response to a notice soliciting possible agenda items for the agency's First Biennial Airworthiness Review Conference in Washington this December. FAA is asking for comments on the proposals prior to Aug. 1 before preparing the final conference agenda, which should be distributed by mid-October. The proposals relate to various Federal Aviation Regulations on airworthiness standards for aircraft, propellers, engines and parts and products. The compilation was sent to all persons who submitted proposals and may be obtained by others by writing to FAA's Flight Standards Service, Airworthiness Review Staff, AFS-70.

NEW RULE ON PILOT SCHOOLS . . . The agency has issued a new rule, effective Nov. 1, 1974, on certification and operating standards for FAA-approved pilot schools. The new regulations give full recognition to the ability of certificated schools having examining authority to recommend their graduates for most pilot certificates and ratings without taking FAA flight or written tests. However, the rules establish the quality of instruction and assure that graduates are fully qualified to operate in today's complex aviation environment. Some 2,500 certificated schools will be affected by the rule.

VISUAL DEPARTURE DEVICE . . . Officials of the Systems Research and Development Service and NAFEC helped set up and check a visual departure path indicator last month at Lakefront Airport in New Orleans. The device, first of its kind, is designed for safer night VFR departures by general aviation aircraft over huge Lake Pontchartrain which lies immediately north of the airport. Two high-intensity narrow light beams are aimed from the runway over the lake at an angle approximating aircraft departure paths. Pilots use the light beams for visual reference on climbout to about 800 feet. Pilot reaction, which initially has been favorable, will be solicited in-depth from questionnaires.

ATTENTION . . . To clarify any misunderstanding concerning the use of an "Attention" line in correspondence, remember that the FAA Correspondence Manual does not require or encourage the use of an "Attention" line when addressing letters. It states that an "Attention" line can usually be avoided by including in the address the reference that was included after the "In Reply Refer To" line in the incoming letter, or by using as specific an address as possible.

"OPERATION GROUND ASSIST" LAUNCHED . . . A 30-day campaign of personal visits to selected airports to raise safety consciousness in general aviation flying and learn more of its problems was launched last week by FAA. Dubbed "Operation Ground Assist," the project is aimed at heightening pre-flight safety awareness among pilots, mechanics and supervisory personnel. General Aviation District Office inspectors will visit the airports, making suggestions and asking how FAA can better serve airmen, fixed base operators, flying clubs, etc. Cooperation is also being sought from general aviation segments such as accident prevention counselors, the Ninety-Nines, Civil Air Patrol, flight instructors and others.

FIRST JET COMMANDER ACCEPTED . . . Following ground inspection and flight tests in Fort Worth last week, FAA accepted its first Jet Commander twin-engine flight inspection aircraft. The plane was flown to the Aeronautical Center to begin its career as a familiarization and training plane before going into flight inspection work. The second of five Jet Commanders ordered by the agency will be delivered near the end of June; all planes are expected to be in FAA hands by October. Each aircraft carries about \$500,000 worth of specialized avionics gear on board, installed by Qualitron Aero Corp., for precise inspection of navaids. Jet Commanders and twin-jet Sabreliners will eventually replace FAA's DC-3 fleet.

ICAO SEEKING APPLICANTS FOR A TOP LEVEL POST . . . MONTREAL-Director, Air Navigation Bureau, PC-8/74. Salary range: Gross U.S. \$40,140-\$42,360 per annum; Net (free of tax) U.S. \$26,670-\$27,780 per annum. Qualifications required: advanced university degree or equivalent academic qualifications in a scientific or engineering field closely related to aeronautics; extensive high level experience in an executive and policy formulation capacity in the air navigation field of civil aviation. Responsible experience in the planning and direction of technical work programs and in high level negotiations with government authorities is desirable. Applications due in AIA-29 by July 12, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

AIRPORT STANDARDS STUDIED . . . FAA is taking a careful look at engineering standards prescribed for general aviation airport construction under the ADAP program. Burns and McDonnell of Kansas City have been hired to conduct the study in which airports developed with and without FAA (ADAP) financial assistance will be compared to determine if FAA's design/ construction standards are too stringent in some areas and should be modified in the interest of economy. The contractor will select and investigate ten pairs of airports--half developed with ADAP funds and half with state funds. Special attention will be given to paving, lighting and flight safety considerations. Cost will be estimated on the basis of at least a 20-year life with reasonable maintenance.

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SHORT-TIMERS. . . . If you are retiring, you should know that the Civil Service Commission will accept only one mailing address for all correspondence and your retirement check. If you designate a bank to receive your check, you could miss some important correspondence in the final adjudication of your claim as it may not be forwarded. Generally, you should give your residence as your mailing address for the first few months of your retirement. After this you may wish to designate a bank if they will agree to forward any future correspondence to you.

BLAME IT ON THE WEATHER. . . . Because of weather conditions recently, the proposed road openings affecting the Aeronautical Center have been delayed. As soon as specific information is available, employees will be notified.

CAR RENTAL PROCEDURES CHANGED. . . . DOT Order 1500-6, Change 4, Travel Manual (FAA Order 1500.14, Change 3) contains detailed instructions concerning car rental travel order preparation and reimbursement. Government credit cards and direct billing by the companies can no longer be used for car rentals. When authorized, travelers will use cash or a personal credit card and claim reimbursement on their travel vouchers. Reimbursement for the cost of collision damage waiver or insurance, available in commercial automobile rental contracts for an extra fee, will not be paid. Further, only compact and sub-compact cars may be rented unless the use of intermediate and standard size cars is justified. Implementing instructions are forthcoming.

THREE EXECUTIVE OFFICERS NAMED. . . . New Executive Officers have been named for the Alaskan and Pacific-Asia Regions and the Aeronautical Center. They are Donald T. Keil in Alaska, Donald C. Davidson in Pacific-Asia and John K. Hall at the Aeronautical Center. Keil moves up from the post of supervisory management analyst, Office of Management Systems, OST. He originally joined FAA in 1956 and held positions in Alaska in personnel, evaluation and management engineering. Davidson was Chief, Management Systems Division in Pacific-Asia. He served with the Navy Overseas Employment Branch, Veterans Administration and NASA before joining the agency in 1964 in Honolulu, where he held several positions in personnel and training. Hall leaves his post as Chief, Budget Division at the Aeronautical Center. He joined FAA in 1958 at the Center as chief of the fiscal branch after serving with the Air Force in several budget and accounting positions.

FROM YOUR EMPLOYEES ASSOCIATION. . . . Lincoln Plaza Playhouse = "Come Blow your Horn" - FAA night, June 25 - \$4.00 show tickets for \$3.00. Seven Seas tickets - adult \$3.35, child \$2.50. Six Flags Over Texas tickets - adult \$5.75, child \$4.75. Magic Kingdom Club cards for Disneyland/Disneyworld. Mar Car race tickets for Friday and Sunday nights. Oklahoma State High School rodeo finals = June 27, 28 and 29- 8:00 p.m. tickets \$3.00. Post your want ad on the EA bulletin board. Use the EA duplicating machine - 10¢ per copy.

June 19, 1974

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TENTATIVE BUS SCHEDULE FOR SUMMER AIDS. . . . The Human Resources Department, Youth Services Division, City of Oklahoma City, is providing free transportation for those Summer Aids employed at FAA this summer. For the next three weeks, June 18, 1974 through July 5, 1974, the following tentative schedule has been issued.

Leave 7:00 a.m.	Northeast High School 3100 N. Kelley Avenue
Leave 7:10 a.m.	Douglass High School 900 N. Eastern Avenue
Leave 7:30 a.m.	Woodson Park 33rd and South May
Arrive 8:00 a.m.	FAA Center, North Parking Lot CAMI Bldg.
Leave 4:35 p.m.	North Parking Lot, CAMI Bldg.
Leave 4:40 p.m.	Headquarters Building

Good conduct is expected of all Summer Aids while waiting for, riding on, or departing from the bus. Summer Aids are asked to refrain from loitering in the buildings where departure points have been designated, including those on the FAA Center site and the concession stands. Summer Aids are requested to avoid sitting on the retaining walls or flower boxes at all times.

No fee is charged for bus transportation.

June 19, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: June 26, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

An incumbent selected for a position with promotion potential will not be promoted automatically when qualification requirements are met. Such promotions will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-131	<u>PLANNING STAFF</u> Planning Specialist, GS-301-14	AAC-6	301
74-163	<u>PLANT ENGINEERING DIVISION</u> Air Conditioning & Heating Equipment Operator, WG-5401-10	AAC-55	JE-5401
74-164	<u>CIVIL AEROMEDICAL INSTITUTE</u> Editorial Assistant, GS-1087-6	AAC-100	300-B
74-165	<u>FAA DEPOT</u> Supply Clerk, GS-2005-4	AAC-430	2005
74-166	<u>AIRCRAFT SERVICES BASE</u> Electronics Technician, GS-856-5 This position has promotion potential to GS-9 without further competition.	AAC-800	856
74-167	<u>FAA ACADEMY</u> Training Specialist (Electronics), GS-1712-12	AAC-940	1712-A

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: July 3, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-20	Supervisory Airspace System Inspection Pilot, GS-2181-14 Ingrade/downgrade bids accepted.	OKC FIFO	2181



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION  
service to man in flight

74-26 June 26, 1974

## BAKKE RETIRING

Oscar Bakke will retire from his position of Associate Administrator for Aviation Safety on June 28, closing out a distinguished 28-year career of public service. Bakke joined FAA in February 1960 as Director of the Flight Standards Service after 14 years with the Civil Aeronautics Board. He then became Director of Eastern Region (1961-1967), Associate Administrator for Plans (1967-1971) and Assistant Administrator for the Europe, Africa and Middle East Region. He returned to Washington in January of this year to head up the new Office of Aviation Safety. Bakke's numerous awards and citations include the Northeast CAP Region's Aviation Man of the Year Award (1965), National Civil Service League Award (1966), Rockefeller Public Service Award Nomination (1968), FAA Decoration for Exceptional Service (1969), and DOT Award for Meritorious Achievement (1971).

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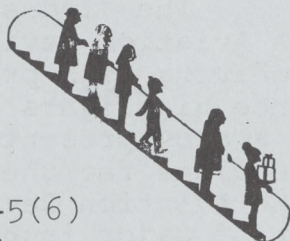
## JACKSONVILLE, FORT WORTH ON LINE

### CENTER AUTOMATION PUSHES AHEAD

Two more air route traffic control centers began limited use of their alphanumeric radar display systems this month to control live traffic. The Jacksonville and Fort Worth centers initiated a phase known as "system shake-down," designed to make controllers and technicians proficient in using and maintaining the NAS Stage A system, which displays flight information directly on radarscopes. System shake-down is followed by full commissioning, scheduled for September at both Jacksonville and Fort Worth. With the addition of these two, 15 of the 20 NAS centers have reached initial operating capability with their automated radar systems. Eleven centers are now using the system to control live traffic during system shakedown. Two centers, Kansas City and Los Angeles, fully commissioned their systems in March, as reported at that time.

### FAA PROPOSES X-RAY RULE

FAA has proposed a regulation which would govern the installation and safe operation of X-ray devices for screening carry-on luggage at airports. The rule would assure that all such X-ray units comply fully with performance standards recently issued by the Food and Drug Administration of the Dept. of Health, Education and Welfare. Provisions for training operators of the equipment and protecting them on the job are also included in the proposal.  
(Continued on page 2)



NEW ARRIVAL. . . All employees can have a close look at the new Jet Commander recently purchased by the FAA to conduct flight inspection work. The aircraft (N-80) will be parked inside Hangar 8 between 2:00 and 4:00 p.m. on July 1 and July 2, for "open house" viewing.

FAA PROPOSES X-RAY RULE (Continued from page 1) . . . Use of the equipment was challenged in the courts, but a Federal judge subsequently stayed his order prohibiting use of the equipment after receiving assurance that FAA would initiate rule-making action that would permit the public to comment on the use of X-ray equipment at airports.

CONFLICT ALERT HEADED FOR TEST . . . A small step towards fulfillment of long-range plans for conflict prediction and resolution in air traffic control will be taken at the Kansas City center this fall when a conflict alert function is tested. When satisfactory results are achieved at Kansas City, the test will be extended to the Denver and Fort Worth centers. Initially, conflict alert will operate only at high altitude sectors--24,000 feet and above. The computer will detect potential conflicts about two minutes in advance and alert the controller by flashing the alphanumeric data blocks of the aircraft involved directly on the radarscope. An additional display identifying the aircraft will appear at one side of the scope.

INDIANS TRAIN TO BECOME TECHNICIANS . . . American Indians will be trained to qualify for employment as electronics technicians with the FAA under a special arrangement with the Bureau of Indian Affairs. In August the Indians will begin a new 40-week training program, funded by BIA, at the Madera, Calif. Employment Training Center. Training materials and equipment for the program will be supplied by FAA. Ten FAA regions and the Aeronautical Center are committed to hiring Indians who successfully complete the training program. During the past two years the Madera Center has trained several Indians for general facilities equipment technician positions in the FAA.

FLAMMABILITY AND FLIGHT ATTENDANT UNIFORMS . . . FAA reached agreement for flammability testing of flight attendant uniforms with the National Bureau of Standards this month, as a follow-up to consultations on the matter between the agency and the Association of Flight Attendants, which represents some 20,000 stewardesses and stewards. NBS will burn uniforms and compare resulting data with its standards for sleepwear. In two later phases, FAA will make in-depth flammability tests and will contract a private firm for further tests. The program is expected to lead to FAA standards on flammability of flight attendant uniforms.

AVIATION REVIEW CONFERENCE PRAISED . . . The "Industry and Manufacturers Day" at the recent three-day FAA Aviation Review Conference held in Washington, D.C. has been receiving high praise in comments received at FAA. Other conference highlights were the sessions on Airport Design Standards and agency presentations on engineering and development programs, future plans for the air traffic control system and flight standards. The Aviation Review Conference served as a forum for discussion of major issues affecting the aviation community.

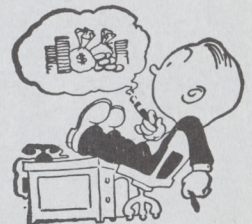
GREAT LAKES CONTROLLERS TAKE MODIFIED TRAINING . . . Beginning next month, developmental controllers from the four enroute centers in the Great Lakes Region will take an experimental training course designed to emphasize agencywide control procedures before the procedures of a specific facility are taught. Trainees will take five weeks of national instruction at the FAA Academy and four weeks of local training at their home facility. The usual nine-week training course--all at the Academy--mixes national and local procedures together and requires the presence of home facility instructors. Facility instructors are not needed at the Academy in the experimental course. The course will be given to about 200 Great Lakes center controllers throughout FY 1974, and a decision for or against agencywide implementation of the course will probably be made by the end of that period.

EFFORTS TO CONSERVE PAPER NOW PAYING DIVIDENDS . . . Through the concerted efforts of FAA personnel to conserve the critically short supply of paper, Washington Headquarters was able to save close to 66 million sheets of paper during the first ten months of FY 1974. The year-end report is expected to reflect even greater savings when the full impact of all programs materialize and reports are received from regions and centers. Your continued support, particularly in reducing the amount of office copying, is vitally needed if we are to continue this downward trend in the use of paper.

CONSULTATIVE PLANNING STRIKES A BLOW FOR AIRWORTHINESS . . . A well-attended Consultative Planning conference on airworthiness standards was sponsored by the agency in Washington early this month. Attending were some 150 representatives of foreign and domestic aircraft manufacturers, airlines, industry associations and several foreign civil aviation agencies. Administrator Butterfield, James Rudolph, Director of the Flight Standards Service, and Oscar Bakke, Associate Administrator for Aviation Safety were among the FAA participants. Topics discussed included "equivalent safety findings," the wording of FAA regulations and airworthiness directives.

THIS IS CONFIDENTIAL . . . It's time again to get ready to submit the annual supplemental statement, which is required from all employees who submit a Confidential Employment and Financial Interest Statement. Supplemental statements, due by July 31, update the confidential one, which is designed to ensure that employees do not become involved in conflicts of interest. Paragraphs 4 and 8 of FAA Order 3750.3A contain more information on these statements, as well as on the yearly requirement of supervisors to call employees' attention to standards of conduct while serving the agency.

RETROACTIVE PAY . . . All general schedule (GS) employees currently on the Aeronautical-Center payroll who are entitled to retroactive pay for the period 10/1/72 - 1/6/73 will receive two checks about July 1, 1974. One check will be the regular pay check for pay period 13 (6/9-22/74), and the second check will be for the retroactive period - both checks will be printed, dated, and mailed June 28, 1974. Separated employees entitled to retroactive pay will receive their checks at a later date.



June 26, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: July 3, 1974

For promotion consideration submit AC Form 3330-12.

For reassignment or change to lower grade submit AC Form 3330-57.

Promotion lists established as a result of these announcements may be used for a period of 90 days from the closing date.

Selection for promotion shall be from among the best qualified employees available regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>MANPOWER DIVISION</u>			
74-171	Clerk-Typist, GS-322-3	AAC-16	300-2
This position has promotion potential to GS-4 without further competition.			
<u>ACCOUNTING DIVISION</u>			
74-172	Accounting Technician, GS-525-6	AAC-22	525
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
74-173	Illustrator, GS-1020-5	AAC-43	1020
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
74-174	Supv. Applications Examiner, GS-963-9	AAC-260	963-A
<u>AIRCRAFT SERVICES BASE</u>			
74-175	Clerk, GS-301-4	AAC-850	300-B
74-176	Equipment Specialist (Aircraft), GS-1670-7	AAC-800	1670
<u>FAA ACADEMY</u>			
74-177	Secretary (Stenography), GS-318-4	AAC-942	318

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PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
William Taylor	Sheet Metal Mechanic Helper	AAC-800	74-61
James T. Dills	Management Analyst	AAC-60	74-73
Alvin LeFlore	Warehouseman	AAC-430	74-86
Emanuel Decker	"	"	"
Aaron J. Flowers	Painter Leader	AAC-830	74-95
Garland Keel	Supv. Medical Records Tech.	AAC-100	74-104
Billy D. Richardson	Transportation Loss & Damage Claims Examiner	AAC-430	74-106
Carrie A. Hughes	Clerk-Typist	AAC-130	74-116
Carl E. Calhoun	Electronics Engineer (Radar)	AAC-1000	74-123
Warren A. Mills	"	"	"
Clayton A. Taylor	"	"	"
Richard J. McCarthy	"	"	"
Charles A. Linduff	"	"	"
Donald M. Ewing	Electronics Engineer (Nav aids)	AAC-1000	74-124