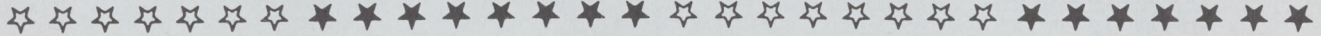




AERO CENTER intercom

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

74-27 July 3, 1974



FOR ADVERSE ACTIONS

UNIFORM CSC APPEALS SYSTEM SET

A new, single-level Civil Service Commission system for appealing adverse personnel actions, eliminating individual agency appeals systems, has been authorized by an Executive Order signed recently by the President. The new system, which is scheduled to become effective this Sept. 9, is expected to cut the average time for final decisions on employee appeals of adverse actions from about 300 days to 90 days or less. Under the new system, employees will be able to appeal adverse actions directly to special Civil Service Commission appeals officers, whose decisions will be final in most cases. Employees and agencies will be able to appeal decisions of these appeals officers on limited grounds to a newly formed CSC Appeals Review Board. The Commissioners of CSC, in turn, will retain the right to reconsider ARB decisions which, in their view, involve major policy issues. Adverse actions that can be appealed under the new system are separations, suspensions of more than 30 days, and—pending authority from Congress—"reductions in grade or pay." All internal Federal agency systems for appealing these adverse actions are to be eliminated, and the CSC two-level appeals system is similarly abolished and replaced by the new single-level CSC appeals system. Employees will continue to receive 30-day notice of adverse actions. FAA's grievance system, permitting employees to seek redress of other complaints, will not be affected. Adverse actions with an effective date before Sept. 9 can be appealed only under the present system; adverse actions with an effective date after Sept. 9 can be appealed only under the new system. FAA will retain a small appeals system for "minor" adverse actions, such as suspensions of less than 30 days.

AF CONFERENCE

The first meeting ever of Airway Facilities evaluators from the regions and Washington went off recently at Headquarters. The conference dealt with nearly all aspects of Airway Facilities program evaluation, technical inspection and aircraft accident litigation in relation to the use and reliability of navigation aids in the National Airspace System.

FLYING CHEESECAKE

Streaking reached new heights of zaniness last month when an aircraft circled the Space Needle Restaurant in Seattle, Wa. with an unclad male hanging from a strut of the plane. The light aircraft orbited the restaurant twice, causing considerable commotion among the patrons. Some of the diners applauded. Everyone was too startled, however, to get an identification of the plane, so FAA was unable to take any action.

DISTRIBUTION: C-8 AAC-5 (6)

Published by the Public Affairs Office, AAC-5

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BACK PAY PAID . . . FAA General Schedule employees joined the ranks of other Federal employees receiving back pay when checks were mailed to FAA employees last week. Back pay was owed as a result of a delayed GS salary increase. Total payment to FAA employees is estimated at \$13.5 million.

IMPROVE DISTRIBUTION PRACTICES! . . . The current paper shortage has put a renewed emphasis on proper distribution. Sending material to someone who doesn't need it, or sending more copies than are needed, wastes paper and increases costs. Out-of-region distribution of local directives should be controlled. Purely local directives such as directives checklists should not be cross-distributed unless requested. However, many local directives contain information which could be of value to counterpart offices in other regions and centers. Selective cross-distribution of such directives is encouraged to reduce duplication of effort among related offices. Initial out-of-region distribution should be limited to two copies to Directives Management Officers who retain one copy in their master reference file and send one copy to the local office of primary interest.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is anxious to receive applications for the following position: Manpower and Training Expert (3), Salary: Level 5, Step 1 Gross-\$28,530; Net (free of tax)-\$20,118 (subject to confirmation). This project will be implemented by a team of three experts, one of them to be designated Team Leader, to carry out a 12-month manpower and training survey related to air services in and between countries of Asia and the Far East. The ICAO Regional Office in Bangkok will serve as a base for the experts who will work various periods in the countries concerned. Applications due in AIA-29 by July 10, 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.

TRANSPONDER REQUIREMENT POSTPONED . . . Citing a "serious equipment supply problem," FAA has granted a six-month postponement of the effective dates for aircraft to carry improved transponder and associated altitude reporting units when operating in Terminal Control Areas. The airborne unit is the 4096-code beacon transponder with associated altitude encoder. This equipment transmits aircraft identity and altitude for display directly on radar scopes used by air traffic controllers. The new effective dates are Jan. 1, 1975 in the nine Group I TCAs, and July 1, 1975 in the 12 Group II TCAs and 42 Group III TCAs. The effective date for this equipment in controlled airspace above 12,500 feet mean sea level remains unchanged--July 1, 1975.



MEDICAL HISTORY PROTECTED . . . The Civil Service Commission has moved to protect the privacy of Federal employees and applicants for Federal jobs by ordering the deletion of a question about medical history from Standard Form 171 (Personal Qualifications Statement). The question is no. 29—"Do you have, or have you had heart disease, a nervous breakdown, epilepsy, tuberculosis, or diabetes?" CSC said that health requirements should be made case-by-case depending on the job, and that only medical staff, not personnel officials, are entitled to such information. Until new 171s are issued, personnel offices should inform employees and applicants that they need not answer the question.

"AVIATION WEATHER" GETS \$\$\$ BOOST . . . Production of the public service TV program "Aviation Weather" for another year has been assured by a grant of \$110,000 by the Aircraft Owners and Pilots Association Air Safety Foundation to the Maryland Center for Public Broadcasting. Whether individual stations continue to carry the program, which is produced with the cooperation of FAA and the National Weather Service, depends on continued favorable viewer response. The program is currently carried by 173 stations in 44 states. George Merriken, a flight service specialist from the Washington FSS, presents the national weather briefing.

FROM THE BUREAUCRAT'S GLOSSARY OF TERMS . . .

Give Us The Benefit Of Your Opinion - We'll listen to what you have to say so long as it does not interfere with what we have already decided to do . . .

Give Someone The Big Picture - A long, confused, and inaccurate briefing usually reserved for new comers . . .

Have You Any Remarks? - Can you give me any idea of what this is all about? . . .

Herewith Are Forwarded - Your office will be blamed if the enclosures are missing . . .

I Approach The Subject With An Open Mind - I am completely ignorant of the entire matter . . .

In Due Course - Never.

GETTING THERE IS HALF THE FUN . . . A \$88,591 contract for a study of airport access traffic has been awarded to a minority business firm by the FAA. Verve Research Corp., Bethesda, Md., will devise a method for forecasting the growth of ground traffic in relation to the growth of air traffic at the nation's airports. Service provided by the firm will include an evaluation of the sensitivity of ground traffic to changes in the volume of air traffic at airports and development of a data bank on airport ground traffic.

A FEW WORDS ON DATA LINK . . . Data link, a system designed to reduce live radio voice messages by substituting message displays in the cockpit, was tested for two weeks at NAFEC last month. Ten general aviation pilot volunteers "flew" NAFEC's cockpit simulator while receiving various air traffic control information and advisories via the data link. Messages were displayed as short words and numbers on a readout device, on paper printouts and even as audible messages by a mechanical voice synthesizer. Later tests will be made on airline simulators.



NEW SECURITY SERVICE.

Wackenhut Services, Inc. was awarded the contract to provide security services for the Center during FY-75. Under the contract thirteen security professionals will perform a wide range of security functions including surveillance and patrol. Each employee is expected to cooperate with the new officers and help them protect our place of work.

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.

The Declaration Of Independence



Next Thursday - the 4th of July - we enjoy a holiday from work to celebrate the day the Declaration of Independence was adopted by the Continental Congress in Philadelphia, on July 4, 1776/

How many of us remember the beginning words? We think it is appropriate to print the first paragraph plus a portion of the second....lest we forget.

"When in the Course of human Events, it becomes necessary for one People to dissolve the Political Bands which have connected them with another, and to assume among the Powers of the Earth, the separate and equal Station to which the Laws of Nature's God entitle them, a decent Respect to the Opinions of Mankind requires that they should declare the causes which impel them to the Separation.

"We hold these Truths to be self-evident, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness - That to secure these Rights, Governments are instituted among Men, deriving their just Powers from the Consent of the Governed, that whenever any Form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such Form, as to them shall seem most likely to effect their Safety and Happiness"



July 3, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: July 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.

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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-179	<u>CIVIL AEROMEDICAL INSTITUTE</u> Clerk, GS-301-4	AAC-130	300-B
74-180	<u>FAA DEPOT</u> Secretary (Stenography), GS-318-4	AAC-480	318
74-181	Machine & Hand Tool Repairer, WG-5351-11	AAC-440	JE-5351
74-182	<u>PROCUREMENT DIVISION</u> Procurement Clerk (Stenography), GS-1106-4 This position requires a qualified stenographer.	AAC-70	1106
74-183	<u>AIRCRAFT SERVICES BASE</u> Equipment Specialist (Aircraft), GS-1670-12 Applicants must have A&P License. Candidate selected will be given a temporary promotion not to exceed one year; however, upon expiration of the one year selectee may be permanently promoted without further competition.	AAC-820	1670
74-184	Supervisory Aerospace Engineer, GS-861-13	AAC-840	800
74-153	<u>FAA ACADEMY</u> CANCELLED/EDUCATION SPECIALIST, GS-1710-12 Shift in emphasis of job skill requirements.	AAC-920	
74-155	*Electronics Technician (Instruction), GS-856-11	AAC-954	856
74-156	*Supervisory General Aviation Operations Specialist (Instruction), GS-1825-14	AAC-953	1825
74-157	*General Aviation Operations Specialist (Instruction), GS-1825-12/13	AAC-953	1825

Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

*Employees selected for these positions 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.

July 3, 1974

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PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
74-154	Mechanical Engineer, GS-830-13	AAC-1010	800

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Edward L. Couch	ATC Spec. (Terminal-Instruction)	AAC-930	74-3
R. F. Forrester	"	"	"
Teofisto Tobosa	"	"	"
William E. Clark	"	"	"
William G. Holland	Supv. Electronics Engineer (Inst.)	AAC-940	74-2
John R. Mooney	Electronics Technician	AAC-800	74-39
John T. Clark	Mail Clerk	AAC-45D	74-71
Walter C. Rupprecht	Electronics Technician	AAC-440	74-92
Betty J. Crosswhite	Editorial Assistant	AAC-1000	74-121
James D. Sparks	Electronics Engineer (Nav aids)	AAC-1000	74-124
Kenneth Foster	Bindery Worker	AAC-340	74-129
Beatrice Hazley	Secretary (Stenography)	AAC-30	74-133
Joe J. McNutt	Illustrator (Technical Equipment)	AAC-43	74-136
Bettye Hall	Secretary (Stenography)	AAC-70	74-139
Delmas J. Bitner	Road Sweeper Operator	AAC-830	74-140
Linda A. Lewis	Secretary (Stenography)	AAC-7	74-147
Francis W. Peterson	Aircraft & Avionics Maintenance Officer	BTL FIFO	FINFO-74-9
Maryellen F. Ingham	Supply Clerk	SEA FIFO	FINFO-74-18

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FACILITY LEVEL CHANGES CAN BE MADE AGAIN

The regions have been notified that changes in air traffic field facility levels can be made on or after July 7, 1974. The regions are now in the process of reviewing facility activity and complexity factors. Changes in levels had been suspended since Sept. 16, 1973.



HOW TO FIND AN MD

Northwest Regional Flight Surgeon Dr. A. Cierebiej's suggestion for finding medical assistance while traveling may be very useful to FAA employees. Dr. Cierebiej suggests using FAA's Directory of Aviation Medical Examiners to find qualified doctors abroad and in many communities in all states. AMEs overseas are usually bilingual.

CONTROL FROM THE CAB

111 BRITES ORDERED FOR TOWERS

In a move to enhance air traffic control from the tower cab, FAA has awarded two contracts to ITT Aerospace/Optical Division (Fort Wayne, Ind.) for 111 BRITE units and related equipment. (Five of the 111 systems will go to U.S. Navy facilities.) The BRITES (Bright Radar Indicator-Tower Equipment) are 16-inch television-type radar displays with sufficient brightness, contrast and resolution for use in the extremely high and variable light levels inside tower cabs. FAA will install three units each at towers served by Airport Surveillance Radar (ASR), but without enough traffic to justify setting up a separate radar room. The agency also has a related program for installation of the units in non-radar equipped "satellite" towers, where radar data is received from a nearby ASR via microwave link. Deliveries will begin in 12 months and are expected to be complete in two years.

DOT TO ASSIST U.S. INT'L AIRLINES

Secretary of Transportation Claude S. Brinegar has announced an Action Plan to assist financially pressed U.S. international air carriers. The Action Plan will: deal with rates which are too low; work to reduce the number and capacity of international routes that are far in excess of demand; encourage U.S. citizens to travel on U.S. carriers; and try to reduce economic discrimination by foreign nations against U.S. carriers. Brinegar said the Action Plan, if successful, will eliminate the need for special legislation or Federal subsidies to the airlines. A new Aviation Economic Policy Office has been established in the Office of the Secretary to implement the plan.

DISTRIBUTION: C-8 AAC-5 (6)

Published by the Public
Affairs Office, AAC-5

PILOT DIES ALOFT; THREE SAVED . . . The calm, diligent assistance of Atlantic City approach controller Thomas Van Swearingen and the invaluable aid of other FAA employees and a pilot helped save the lives of three passengers whose pilot died while flying a Piper Commanche last month. Van Swearingen learned from the Millville, N.J. FSS that the pilot's wife, very inexperienced in flying, had taken the controls. Overhearing the distress calls, the pilot of another plane offered assistance and was directed to the Piper by the tower. Van Swearingen, with the help of arrival controller James Simmons and flight data assistant Robert Bachand, chose McGuire Air Force Base as the landing site. After receiving directions from Van Swearingen and piloting instructions from the other aircraft, the woman landed hard, but safely.

MORE PLACES TO LAND . . . Aircraft landing facilities in the U.S. and its possessions showed a net increase of 295 facilities in 1973, bringing the year-end total to 12,700, according to a recent FAA report. The increase occurred despite abandonment of 353 facilities during the year. Texas continues to lead all states with 1,169 facilities, followed by Illinois, Alaska, California, Pennsylvania, Ohio and New York. The total includes 10,961 airports, 1,280 heliports and 459 seaplane bases; 4,536 are publicly owned and 8,164 are privately owned, with 5,210 of these closed to the general public.

HOW'S THE WEATHER? . . . Tests are now underway at the Reading, Pa. control tower of an easy-to-read device showing local weather conditions. The device replaces a group of pointer-type dials with a digital display in a single location that provides actual numbers for quick and accurate readings. Tower controllers radio the information to pilots nearing the airport and relay it for distribution by FAA's nationwide teletype system. The device is being tested for possible use at other Limited Aviation Weather Reporting Stations besides Reading.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL-PC-15/74 Language Officer (Translator), P-2, Gross-U.S. \$14,780-\$19,880 per annum; Net (free of tax) - U.S. \$11,346-\$14,722 per annum. Ability to translate into, and to write into Spanish with a sound knowledge of syntax and stylistics is essential. A sound knowledge of English is essential, and a working knowledge of French or Russian would be a valuable additional qualification. Applications are due in AIA-29 by July 19, 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.



HIGHER TRAVEL PAY PROPOSED . . . The Nixon Administration has endorsed legislative plans to increase official travel pay for government employees. The Administration's proposal calls for an increase in per diem from \$25 to \$30 and authority for up to \$40 a day when employees travel to certain high-cost cities. Under special circumstances \$50 a day would be allowed. The proposal also asks for an increase in the auto mileage rate from the present 12 cents a mile to 14 cents. The Administration will be discussing its proposal with Congress where several members have sponsored similar legislation.

"SNOW TIME" IN JULY . . . This week FAA air traffic controllers along the east coast will aid the Air Force's North American Air Defense Command (NORAD) and Strategic Air Command (SAC) forces in training exercises dubbed "Snow Time." The participating Air Force aircraft will be monitored by air traffic controllers as they maneuver in late evening and dawn over cities and towns from Key West, Fla. to Maine, and over some Canadian provinces on July 9 and 10.

RULES PROPOSED FOR AIR TRANSPORT OF HANDICAPPED . . . FAA has proposed new rules to ensure more equitable treatment of physically handicapped persons in air transportation. Under the proposal, only those persons who need assistance to make an emergency evacuation are considered "handicapped." Airlines could not refuse to carry: 1) blind or deaf persons; 2) anyone who presents a current medical certificate stating that assistance is not needed; or 3) those requiring assistance, except that the number of such persons that could be carried on any one flight could not exceed the number of emergency exits. Other restrictions would be put on the number of handicapped persons not accompanied by personal attendants and on litter patients. Certain requirements would also have to be followed in seating arrangements and stowage of crutches, canes, etc. FAA will consider comments on the proposal received up to Oct. 3.

AVIATION MEDICINE REPORTS INDEXED . . . An index of fascinating titles of aviation medicine reports has been published by the agency. Limited numbers of the "Index to FAA Office of Aviation Medicine Reports: 1961 Through 1973," (FAA-AM-74-1) are available from the Office of Aviation Medicine.

FAA WORLD JULY, AN EXTRA MEASURE OF SUMMER SUNLIGHT . . . leading off with "Helping Youth Get a Perspective on Tomorrow's Aviation Careers Today" . . . AF types brag about working at "The Hub, It's the Greatest" . . . "A Hiker's Odyssey" tells about an FAAer's trip to the Soviet Union . . . July brings with it the ELT requirement, and "The ELT Saves" points up its value . . . An ATCS retrieves "A Bell From the Sea" for his church . . . a short take on how a facility beat the energy crisis with "A Lot of Hot Air" . . . There's also a word-search puzzle and Faces and Places, Direct Line, Small World, Federal Notebook and Heads Up.

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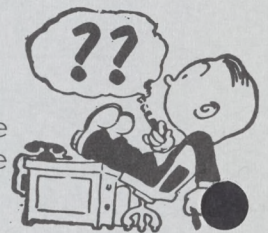
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BLOOD MOBILE UNIT TO BE AT AC. . . . The Blood Mobile will be at CAMI on July 18. The AC Blood Bank is critically low if we are to continue coverage for all Center employees. Anyone wishing to participate in this blood drive should call Linda Gorton, Ext. 2481, and make an appointment.

BE CAREFUL WHERE YOU PARK AT NIGHT. . . . Night and weekend ground operations require that many areas of the Center must be watered that cannot be done during the day. Center employees on night and weekend shifts are requested to park away from vegetation areas, that when watered could spray on a car. Windows should also be closed.

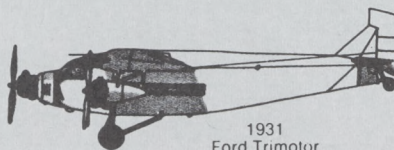
SOCJC OFFERS BLACK LITERATURE COURSE. . . . South Oklahoma City Junior College, starting July 16, will offer a course in black literature, from Langston Hughes of the 1920's through contemporary authors such as Leroi Jones. The special six-week course will meet from 5:30 p.m. to 8:00 p.m. each Tuesday. The course will introduce students to contributions black Americans have made in the areas of poetry, short fiction and drama. For further information, call the college registrar at 686-1611, Ext. 38.

ERRATA IN TRIVIA. . . . A number of comments regarding the spelling of "unalienable" and "inalienable" which appeared in last weeks INTERCOM reproduction of the beginning of The Declaration of Independence took the INTERCOM Editor to the library. A look at a facsimile of the document indicated "unalienable" was the word used!



INJURY COMPENSATION PROGRAM. . . . The Office of Federal Employees' Compensation (OFEC) has been reorganized to be responsible for administration of all Federal workmen's compensation laws. The new organization is known as the Office of Workmen's Compensation Programs (OWCP). There will be no change in program administration. All forms and regulations of OFEC remain in effect.

FROM YOUR EMPLOYEES ASSOCIATION. . . . Lincoln Plaza Playhouse = "Li'l Abner" - F.A.A. night, July 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. Mar Car race tickets for Friday and Sunday nights. Family Fun discount coupons \$5.00. Oklahoma City Wranglers professional football - July 13 - \$3.50 - July 20 = \$3.50. Post your want ads on the EA bulletin board. Use the EA duplicating machine = 10¢ per copy. F.A.A. business cards 350 for \$6.50 - 1000 for \$8.00. Gaslight theater - Prisoner of 2nd Avenue - F.A.A. night, July 18 = tickets \$6.70



1931
Ford Trimotor

45 AERONAUTICAL CENTER EMPLOYEES RETIRE IN JUNE. . . .

Adams, Charles J.	AAC-53A	Merrell, Fred E.	AAC-835
Bolyard, Perry	AAC-931	Michaelis, Alvin F.	AFS-500
Buchan, Bernice M.	AAC-252	Nelson, John	AAC-106
Covey, Stuart M.	AFS-500	Nix, Allen L.	AAC-431
Davis, James	AAC-44B	Norman, Carl E.	AFS-500
Fields, Melvin	AAC-931C3	Novak, Orin	AAC-943C
Frisby, Kathleen	AAC-130	Palmer, George W.	AAC-853
Garrett, Ida L.	AAC-810	Pannell, James M.	AAC-830
Gordon, Jane V.	AAC-261	Pettit, John T.	AAC-836
Halter, Ted B.	AAC-60	Reagan, Janice	AAC-943B
Hampton, Francis	AAC-140	Reagan, William T.	AAC-482
Henceroth, Stanley	AAC-2	Rosenberger, Earl E.	AFS-500
Huffman, John	AAC-941D	Rubottom, Fredrick G.	AAC-45
Jacobs, James D.	AAC-435	Sala, Kenneth E.	AFS-500
Jansing, Joe F.	AAC-836	Schenck, Robt. J.	AAC-828
Jensen, Robert J.	AAC-445	Sherwen, Stanley M.	AFS-500
Kines, Walter A.	AFS-500	Stirling, Sheldon	AAC-61
Kinstle, Arlo R.	AAC-449	Swenson, Harold	AAC-940
Lincoln, Albert	AAC-445C	Welling, Woodrow	AAC-941
Martin, Orla	AAC-952	Willis, Lonnie	AAC-72
McNenney, Eugene	AAC-844	Womble, George	AAC-834
McWilliams, Terry	AAC-55	Young, Stanley W.	AFS-500
Medico, Joseph E.	AFS-500		

July 10, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: July 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
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FLIGHT STANDARDS TECHNICAL DIVISION

74-185	Clerk, GS-301-5	AAC-238	300-B
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Requires two years of specialized experience in processing Air Carrier and General Aviation Violation reports.

DATA SERVICES DIVISION

74-186	Computer Operator, GS-332-7	AAC-340	332
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FAA DEPOT

74-187	Electronics Technician (Radar), GS-856-9	AAC-440	856
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Requires one year of radar experience.

74-144	CANCELLED/ELECTRONICS TECHNICIAN, GS-856-9	AAC-440	856
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74-188	*Electronics Technician (NAS), GS-856-7	AAC-440	856
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74-189	*Electronics Technician (NAS), GS-856-9	AAC-440	856
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*These positions have promotion potential to GS-11 without further competition. Bids will be accepted only for reassignment to GS-7 or GS-9 training positions. Promotion to higher grade is subject to satisfactory completion of training and retention in the NAS position.

FAA ACADEMY

74-190	Cold Type Composing Machine Operator, GS-324-4	AAC-944	324
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74-191	Clerk, GS-301-5	AAC-930	300-B
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74-192	Training Technician, GS-1702-5	AAC-943	1702
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This position has promotion potential to GS-7 without further competition.

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: July 24, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
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FINFO-74-21	Airspace System Inspection Pilot (two psns. MSP FIFO (Procedures Specialist), GS-2181-13 & BTL FIFO)		2181
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Ingrade candidates only. Requests for reassignment are solicited from Airspace System Inspection Pilots (Aircraft Commanders), GS-2181-13.



AERO CENTER intercom

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

74-29 July 17, 1974

NAACP OFFICIAL HONORED
Civil rights officials from all agencies of DOT honored Clarence M. Mitchell, Jr., Director of the Washington Bureau of the National Association for the Advancement of Colored People, at NAACP's recent 65th annual convention in New Orleans. Mitchell received a special award from James Frazier, Director of the Departmental Office of Civil Rights, and a tribute from Howard King, Deputy Director of FAA's Office of Civil Rights.



MORE WOMEN

Gains in the percentage and upward movement of women in the Federal work force have been reported by the Civil Service Commission in its 1973 survey. Despite an overall decrease in Federal employment, the number of women employed rose by 1,926 and the percentage increased from 33.7 in 1972 to 34 in 1973. At grade levels GS-13 and above, the percentage climbed from 4.2 to 4.5.

ATLANTA TO GET STANDARD SYSTEM

SUN SETS ON PROTOTYPE ARTS

After nine years of faithful service, the prototype automated radar terminal system (ARTS) at Atlanta International Airport will be replaced by the agency with a standard ARTS III system. Sperry Rand's UNIVAC Division will provide the new equipment under a \$2.03 million FAA contract. Atlanta will become the 62nd airport to receive ARTS III equipment, which provides controllers with direct radar readout of vital flight information such as aircraft identity, altitude and ground speed. The system will be installed in a new radar room to be built at the airport. Installation of the prototype ARTS was begun at Atlanta in 1963. Based on the Atlanta experience, FAA awarded a contract to UNIVAC in Feb. 1969 for 64 ARTS III systems--61 for operational use in towers and three for training and research and development. All systems have been installed, and all but two are now in full operational use.

INSPECTORS LOOK AT THE OTHER SIDE

A creative new approach to help FAA General Aviation Inspectors implement a revised rule relating to pilot schools has been launched by the agency. Following two try-out sessions in the Southern Region last month, a series of seminar/workshops will be held this month and next throughout the country for inspectors representing every General Aviation and Flight Standards District Office. Participants will play the role of pilot school operators and design sample courses of instruction that are intended to meet the new rules. Then, workshop participants will revert to their roles as FAA inspectors and evaluate each other's training courses.

(Continued on page 2)

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FAA PLANS AHEAD ON PILOT SCHOOL RULE (Continued from page 1) . . .

Workshop participants will return to their facilities and spread the word on what they have learned, so the inspector work force will be thoroughly tuned in to the techniques and problems of implementing the rule (Part 141, revised), which becomes effective this Nov. 1.

FAIR LABOR STANDARDS ACT . . . The Fair Labor Standards Act (FLSA) included Federal employees as of May 1, 1974. Under FLSA employees are either exempt or nonexempt from the overtime provisions of the Act. Nonexempt employees are covered by FLSA; exempt employees are not. Generally, exempt employees are in professional, executive, or administrative positions. FLSA guarantees time and one-half overtime pay to nonexempt employees for work performed in excess of 40 hours in a week. Under FLSA, an employee does not begin to accrue overtime until he has completed 40 actual hours of work in a single week. Paid time off (e.g., holidays, sick or annual leave, etc.) is not considered actual work time for overtime purposes under FLSA. An employee is not entitled to overtime pay under FLSA until his actual hours on the job exceed 40 during an administrative workweek. FLSA requires that overtime payments be computed on a weekly basis. FLSA does not amend or replace the current legislation (Title 5, U.S.C.) governing overtime payments for Federal employees. Non-exempt employees will have their overtime pay computed under both Title 5 and FLSA and will receive the higher of the two computations. FAA employees are not being paid under FLSA until the exempt or nonexempt status of all employees is determined. Overtime payments are presently being computed under Title 5. The Civil Service Commission has not yet issued complete and final guidance for determining which employees are exempt and which are non-exempt. FAA is moving as fast as possible to make determinations on the basis of guidance that has been issued. When the FLSA status of all FAA employees has been decided and the CSC has issued final pay regulations, those who are in the non-exempt category will be paid retroactively to May 1, 1974 where appropriate. The retroactive payment will consist of the difference between overtime computed under Title 5 and that computed under FLSA.

HOW REFRESHING . . . Aviation Mechanic Refresher Clinics, co-sponsored by FAA and Aircraft Owners and Pilots Association, are enjoying favorable response from mechanics. The third such clinic will be held this week, on July 17-18, in Dallas. Presentations will be given by agency personnel and industry representatives. The Dallas clinic is also sponsored by Braniff Education Systems, Inc. AOPA has scheduled four more clinics for 1974. The first two were held earlier this year in Columbus, Ohio and Chicago.



NEW SELECTION SYSTEM FOR KEY FS POSITIONS . . . A new method of selecting persons for key Flight Standards positions has been approved for use in conjunction with the agency's Merit Promotion Program. Under the new system, a general announcement covering all Flight Standards GS-15 supervisory positions is being issued in lieu of individual vacancy announcements. Applicants will be evaluated by special national panels and successful candidates entered on central registers for referral for selection consideration as specific vacancies occur. An important part of the screening process is the use of simulated exercises and problem solving situations to assess a candidate's managerial skills. The announcement covering the new system is now being distributed. Applications under this first announcement must be received by August 23, 1974. Further information appears in Change 14 to Order 3330.1A, Merit Promotion Program.

DOT AGAINST YEAR-ROUND DAYLIGHT SAVINGS TIME . . . Claiming that year-round daylight savings time has saved little if any energy and has seriously inconvenienced the public, DOT has recommended that the country go back to standard time this November through next February. A DOT report found that energy saved during this year's daylight time experiment was minimal or non-existent. In addition, the Department stated that any danger to school children of early morning darkness could be reduced. DOT's recommendations will soon be sent, in the form of a bill, to Congress.



EMISSIONS AND SAFETY . . . In an effort to determine the effect of environmental controls upon the safety of aircraft piston engines, FAA has contracted with two companies to conduct tests at NAFEC. Teledyne-Continental Motors of Mobile, Ala. and Avco-Lycoming of Williamsport, Pa., will test engines to determine what adjustments are required on existing general aviation aircraft to meet the Environmental Protection Agency's 1979 emission standards. The 14-month testing program will investigate if safety problems, such as engine overheating, might result from the EPA requirements regarding fuel/air mixtures and engine timing settings.

WARNING SYSTEM PLANNED . . . FAA has awarded a \$98,648 contract to Sperry Rand's UNIVAC Division, St. Paul Minn., to develop a "minimum safe altitude warning" capability for automated radar terminal systems (ARTS III). With this new capability, a visual/aural signal on the ARTS III would be automatically triggered when an aircraft nears a minimum safe altitude in terminal airspace, thus enabling controllers to alert pilots to potentially dangerous deviations in altitude. The system would also warn controllers of significant deviations by an aircraft making an instrument approach for landing. Evaluation of the new system is scheduled to begin at Denver's Stapleton Airport in late fall with completion early in 1975.

USE OF COPYING MACHINES Per AC 1720.10, beginning 7/17/74 all general use copying machines at the Center will be activated by key cartridge counters. Supervisors should be contacted for key availability.

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TRAFFIC NOTICE. . . This notice is issued especially to the morning west bound traffic on SW 54th desiring to execute left turns and merge into the south bound traffic on South MacArthur. You are cautioned not to attempt to merge too rapidly into the two south bound lanes on the extreme west side of MacArthur. Please use the lane designated for you to turn into and travel a safe distance in that lane and be sure the lane you want to merge into is clear before you start your merge.



CIVIL RIGHTS COMMITTEE. . . William T. Merritt, AAC-942C, has been designated to succeed William Beavers, AAC-90, as the new Aeronautical Center civil rights committee chairman. The designation was made on July 8. As a reminder, the purposes of this committee are to advise the chief, Civil Rights Staff and other officials on matters pertaining to EEO; communicate with employees and assure that they have an opportunity for input; and contribute to the Center's overall efforts to assure equal opportunity.

PRICE OF COFFEE TO INCREASE. . . Effective Thursday, July 18, the price of coffee in the Aeronautical Center cafeterias will increase. The 6 oz. cup will increase to 15¢ and the 12 oz. cup to 20¢, which will include tax when sold as a single item. These increases are required under the food service contract, due to the spiraling food and labor costs.

ELECTION- DATA SERVICES DIVISION. . . A secret ballot election will be held to determine if the American Federation of Government Employees, Local 2282, AFL-CIO, is to be the exclusive representative for certain employees in the Data Services Division. The election will be held July 24, 1974 in Room 101 of the Multi-Purpose building between the hours of 7:00 - 9:00 a.m. and 3:00 - 5:00 p.m. It will be conducted under the supervision of the area administrator of the Labor Management Services Administration, Department of Labor. Data Services Division employees who may have any questions regarding their involvement in the election should consult the official Department of Labor notice of election which may be found posted on bulletin boards in the Data Services Division area. REMEMBER — representative elections are decided by a majority of the valid ballots cast. Your vote may decide the election.

BLOOD MOBILE UNIT TO BE AT AC. . . The Blood Mobile will be at CAMI on July 18. The AC blood bank is critically low if we are to continue coverage for all Center employees. Anyone wishing to participate in this blood drive should call Linda Gorton, x2481 and make an appointment.

FLIGHT SAFETY MEETING. . . The quarterly Aeronautical Center flight safety meeting is scheduled for 1:30 p.m., Wednesday, July 17, with a repeat session at 9:30 a.m., Thursday, July 18. The meetings will be held in the Headquarters building auditorium and will feature a presentation on the new life support system - oxygen generators.

July 17, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: July 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.

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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>BUDGET DIVISION</u>		
74-169	Budget Officer, GS-560-15	AAC-30	560
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
74-196	Communications Specialist, GS-393-7	AAC-44	393
	<u>PLANT ENGINEERING DIVISION</u>		
74-197	Clerk-Typist, GS-322-4	AAC-53	300-2
74-198	Custodial Work Inspector, WG-3566-5	AAC-53	JE-3566
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-199	Secretary (Stenography), GS-318-5	AAC-250	318
	<u>FAA DEPOT</u>		
74-200	Secretary (Stenography), GS-318-5	AAC-430	318
74-201	Tool & Parts Attendant, WG-6904-4	AAC-430	JE-6904
	This position has promotion potential to WG-6 without further competition.		
74-202	Materials Expediter Foreman, WS-6705-5	AAC-430	JE-6705
	Temporary promotion not to exceed one year. This action may be extended or made permanent without further competition.		
74-203	Quality Assurance Specialist, GS-1910-5	AAC-450	1910
	This position has promotion potential to GS-9 without further competition.		
74-204	Engineering Technician, GS-802-9	AAC-440	802
74-205	Electronics Technician (Test Equipment), GS-856-9	AAC-440	856
	Requires one year experience in repair and calibration of test equipment.		
74-206	Production Controller, GS-1152-11	AAC-440	1152

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PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY</u>		
74-168	Aerospace Engineer (Instruction), GS-861-12/13	AAC-955	800

Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition. Employees 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 FOR FINFO EMPLOYEES ONLY

Closing Date: July 31, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-22	Supervisory Electronics Technician, GS-856-12 (Avionics)	BTL FIFO	856
FINFO-74-23	Airspace System Inspection Pilot, GS-2181-14 Ingrade bids accepted.	AFS-510	2181

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Albert Heberlein	Supv. Electronics Engineer (Inst.)	AAC-940	74-2
Warren S. Parr, Jr.	Flight Test Pilot	AAC-820	74-22
E. Jean Goodnight	Supply Clerk	AAC-490	74-59
Ronald R. Goodwin	Sheet Metal Mechanic Helper	AAC-800	74-61
Marvin J. Walls	Freight Rate Specialist	AAC-430	74-91
Curtis E. Kitchens	Transportation Loss & Damage Claims Examiner	AAC-430	74-107
Paul J. Adams	Supply Cataloger	AAC-490	74-108
Edith L. Kemp	"	"	"
Gaylene Moorehead	"	"	"
Mary E. Michael	Coding Clerk	AAC-130	74-138
Edward Schrock	Peripheral Equipment Operator	AAC-340	74-141
Delfino Salazar	Packer	AAC-430	74-160
James R. Blanton	Supply Technician	ATL FIFO	FINFO-74-15



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74-30 July 24, 1974

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HIGH HONOR TO MURPHY
James T. Murphy, Acting Director, Metropolitan Washington Airport Service, has been named winner of a prestigious National Civil Service League Special Achievement Award. Murphy, whose 26 years of public service includes aviation, law enforcement, security administration, and executive management, won the award for his personal contributions in solving the vexing problem of skyjacking. Murphy came to FAA in 1963 and served as Headquarters Operations Manager, Deputy Director of National Capital Airports and Director of Air Transportation Security before holding his present position.

MOON MEMORIES

The Apollo 11 astronauts, first men to land on the moon, were in Washington, D.C. last weekend, participating in ceremonies marking the fifth anniversary of their flight. Neil Armstrong and Edwin Aldrin, Jr. landed on the moon at 4:17 p.m. (ET), July 20, 1969, while Michael Collins orbited overhead.



"TERRIBLY FREE"

U.S. AVIATION SYSTEM PRAISED

"I was told by a number of pilots...they were terribly tied up in a maze of rules and regulations administered by people who didn't really know private aviation. What I found was quite the reverse...instead of seeing American pilots as being terribly restricted, I see them as being terribly free..." So wrote Mr. A. Encel, Managing Director of the Australian firm Aerodyn, to FAA. In a response, Administrator Butterfield wrote: "You were very thoughtful to let us know your views about general aviation in the United States as a result of your recent cross-country flight... You might be interested to know that in an effort to improve the dialogue between FAA and the pilot community, I have instituted a series of 'listening sessions'...I feel we are making progress in understanding each other's problems and in working together toward mutually acceptable solutions..."

BRINEGAR DEFENDS DOT BUDGET

In recent testimony on the FY 1975 DOT budget bill, Secretary Brinegar urged a Senate subcommittee to delete language added by the House which would restrict FAA's ability to close low-activity FSSs under the FSS consolidation plan. "I cannot emphasize enough the need to proceed now with improving the FSS system under the careful plan which the FAA has developed," Brinegar said. He also asked the Senate to restore cuts made by the House in funding and staffing requested for the operation of air traffic facilities. He said the House linked these cuts to the energy shortage, but noted that the President's budget already took into account the aviation slowdown caused by the shortage.

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SPECIAL ENTRY DOORS - All major buildings at the Aeronautical Center have one or two doors marked as "Special Entry Doors." Access and egress after normal duty hours, weekends, and holidays should be through these specially designated doors only. Compliance with this security procedure greatly enhances the security guard's ability to maintain proper surveillance and control over Center buildings. Under the special entry door concept the security guard can concentrate on about 25 doors instead of 125.

After doors are locked and the intrusion alarm is set (6 p.m. to 6 a.m. Monday through Friday, 24 hours weekends and holidays) employees are expected not only to use special entry doors but also to inform the Security Control Center of entry or exit. This information helps the guard to determine if responding to a sounding alarm is necessary. Responding to alarms following authorized entrance can prove costly because it diverts manpower which can be better used for other security functions.

Each employee can help improve Center security by adhering to two simple procedures: (1) use only SPECIAL ENTRY doors after normal duty hours, weekends and holidays, (2) inform the guard on duty at Security Control Center prior to or immediately after entry or exit.

FIRST OF A FLOCK . . . The first prefabricated air traffic control tower constructed under an FAA contract with AVCO Corp. (Cincinnati) was commissioned at Lewisburg, W. Va., on June 30. This is the first tower to be completed of the 31 being constructed at low activity airports under the \$5.6 million contract. Dedication ceremonies took place last weekend. The other 30 towers will be located throughout the U.S. and all should be completed by September, 1975.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization wants applications for the following positions in Saudi Arabia: TA-74/33 Principal, Training Center, Dhahran, Level 5, Step 1, Gross \$28,530 and Net (free of tax) \$20,118; TA-74/34 Administrative Officer, Jeddah, Level 4, Step 1, Gross \$22,680 and Net (free of tax) \$16,542; TA-74/35 Senior Aerodrome Engineer, Jeddah, Level 5, Step 5, Gross \$31,730 and Net (free of tax) \$22,038; and TA-74/36 Training Advisor, Jeddah, Level 5, Step 5, Gross \$31,730 and Net (free of tax) \$22,038; and TA-74/37 Air Transport Expert, Jeddah, Level 5, Step 1, Gross \$28,530 and Net (free of tax) \$20,118. Duration of assignments, except the Air Transport Expert position, will be one year, but renewable by mutual consent. Duration of the Air Transport Expert position is initially for nine months. Applications due in AIA-29 by July 26 for positions TA-74/33, 34 and 36; September 24 for position TA-74/35; and August 26 for position TA-74/37. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

NEW NAMES IN THE SKY . . . In the interest of saving space on airspace charts and reducing the volume of information stored in FAA computers, the agency is renaming all airway intersections in the national airspace system. The project began early this year and is expected to take about three years. A five-letter pronounceable name will be given to all current intersections and to presently unnamed and new intersections. Most of the new names will be shorter than the old ones, and many will be based on the old names. The five-letter names could also be processed by a computer that would accept flight plans filed by pilots at pilot self-briefing terminals which the agency plans to install at many locations across the country.

COMPARE AND CONTRAST CONTRACT . . . Two FAA contracts totalling \$340,632 have been awarded in an effort to study and compare alternative airborne collision avoidance systems (ACAS). The Institute for Defense Analysis, Arlington, Va., will study the adequacy of various ACAS devices, and the Annapolis, Md. based ARINC Research Corp. will assess ACAS life-cycle costs. The two studies are expected to establish a rational basis for selection of one of the various ACAS systems now being considered by the FAA.

TALLAHASSEE SAVE . . . East of Tallahassee, the pilot was nearly surrounded by thunderstorms and reported ten minutes of fuel remaining. He had two passengers aboard his single-engine plane. The Tallahassee FSS located the plane by direction-finding, and Jacksonville Center spotted the aircraft on radar. The plane's engine sputtered, then continued running. Just as it appeared the pilot would have to make an emergency landing on Interstate 10, the FSS was able to guide him to Tallahassee Commercial Airport where he made a safe landing with less than a gallon of fuel remaining. During June 1974, 223 flight assists were reported--106 by flight service stations, 93 by towers and 24 by centers. There were a total of 477 people reported on board the aircraft involved. The primary causes for the assists included 125 lost pilots, 24 low on fuel, 29 involved in weather and 63 with some type of equipment malfunction.

AIRLINES INCREASE BUSINESS AND PROFITS . . . Despite problems caused by the energy crisis, the nation's airlines set service records in 1973 by carrying more than 200 million passengers and taking in more than \$1 billion in freight revenues. The Air Transport Association reported the industry's earnings jumped \$8 million, to a total of \$223 million. The airlines' profits and business increased despite the elimination of more than 1,500 daily flights due to the fuel shortage.

ACCIDENT PREVENTION PREVENTS AN ACCIDENT . . . After avoiding a serious accident recently, a San Diego-based pilot wrote a letter of thanks to Accident Prevention Specialist William Hughes (Reno, Nev. GADO). The pilot had just seen an FAA pilot safety film (presented exclusively in the accident prevention program) on safe technique in "hand-propping"--pulling the propeller to start the engine. "...as a taxpayer," he wrote, "I think FAA's accident prevention budget is money well spent...Your accident prevention program did prevent an accident."

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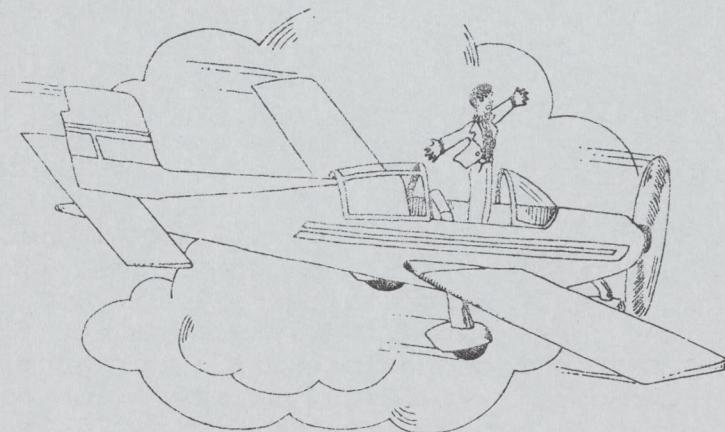
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ENERGY SAVINGS NOTED - The Aeronautical Center has chalked up some noteworthy savings on utilities during FY-74. Electricity used was down 18% from the estimate at the beginning of the year. Natural gas and water usage also were down--natural gas savings amounted to 21 percent and water usage was 24 percent under the FY-74 estimate.

BLOOD CHOLESTEROL STUDIES - There were nearly 800 participants in the June 12 and 13 blood cholesterol tests. This was a very enthusiastic turnout. About 25 employees were found to have abnormally high levels of cholesterol. Certain other employees were found to have high triglyceride levels and this information was referred to their private physicians, or to the person designated by the employee. Those employees with high cholesterol were given an opportunity to enter the seven-year testing and evaluation program conducted by the Oklahoma Medical Research Foundation. Some employees have asked questions about leave for further examination or treatment for high cholesterol or triglyceride content. Employees who undertake further diagnostic examinations and/or treatment by their private physicians are of course entitled to be granted sick leave under the provisions covering any other prearranged medical evaluation or treatment. Should an employee be invited and enter the research program, he also will be entitled to be granted sick leave on such basis for the time actually required to be off duty since he is treated and periodically examined and evaluated. Neither excused absence nor treatment of the absence as duty time is appropriate in connection with absences for the above reasons.

FROM YOUR EMPLOYEES ASSOCIATION - Lincoln Plaza Playhouse - "Li'l Abner" FAA night, July 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.

SEARS HAS DEMONSTRATION SCHEDULED- Sears, Roebuck & Company will hold a calculator demonstration in room 206A of the Aviation Records building on July 26, from 10 a.m. to 3 p.m. On display will be electrical slide rule calculators. All interested employees are invited to attend.



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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: July 31, 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
74-210	Clerk-Stenographer, GS-312-4	AAC-43	300-2
	<u>PLANT ENGINEERING DIVISION</u>		
74-211	Mobile Equipment Body and Fender Repairer, WG-3809-8	AAC-56	JE-3809
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-212	Psychology Technician, GS-181-7	AAC-100	181
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-213	Supervisory Conveyance Examiner, GS-963-8	AAC-250	963
	<u>FAA DEPOT</u>		
74-214	Electrical Equipment Repairer, WG-2854-11	AAC-440	JE-2854
	<u>FAA ACADEMY</u>		
74-215	Clerk-Typist, GS-322-4	AAC-932	300-2
	<u>TRANSPORTATION SAFETY INSTITUTE</u>		
	The area of consideration is extended to include the Aeronautical Center, FINFO and Coast Guard.		
TSI-74-10	Library Technician, GS-1411-7	TES=15	1411

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Robert B. Snoddy	Electrical Engineering Tech. (Inst.)	AAC-940	73-355
Robert F. Fry	ATC Specialist (Terminal-Inst.)	AAC-930	74-3
R. A. Nichol	"	"	"
Cornelius Adams	Supervisory Engineering Technician	AAC-440	74-109
Raymond Gulick	Materials Expediter	AAC-430	74-150
Evelyn D. Davis	Clerk-Typist	AAC-482	74-158



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DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
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NIXON ON EXECS

In a Congressional message last week, President Nixon proposed far-reaching changes in the education and hiring of career executive personnel. Stating that it would improve the efficiency and quality of executive personnel, Nixon instructed the Civil Service Commission to establish a Program Management Fellowship. The Fellowships would offer post-graduate education programs in public management for Federal, state and local executives. A new Executive Personnel System, built on flexible financial compensation, was also urged. The President felt that the increased flexibility in salaries would provide more incentive for Federal executives. Nixon also advocated a pay hike for executives and more careful hiring of individuals in managerial positions.

NOMINATED BY PRESIDENT

DOW NAMED DEPUTY ADMINISTRATOR

A career civil servant for 31 years, FAA's James E. Dow has been nominated by President Nixon to become Deputy Administrator of FAA. Dow has been serving since July 1973 as acting Deputy Administrator on a collateral basis with his regular job of Associate Administrator for Administration. He received the DOT Meritorious Achievement award in 1968 and 1973 and also received FAA's Meritorious Service Award in 1966 for his management of the agency's enroute air traffic control automation program. He was Director of Budget for FAA before his appointment in August 1972 as Associate Administrator for Administration. Dow began his government career with CAA in 1943 as an air traffic controller in the Central Region. In 1956 he was transferred to the Headquarters Air Traffic Service where he held increasingly responsible positions in the expansion and (Continued on page 2)

AIRPORTS AND ENVIRONMENT

Speaking at Los Angeles this month, Administrator Butterfield reminded the California Association of Airport Executives that the total aviation noise problem is not solvable solely at the aircraft noise source. More actions are required that "get right down to the airport and its surroundings," he said. Noting that FAA actions to reduce engine noise are only the beginning, Butterfield said the task of making good neighbors of airports can be fully achieved only with the help and cooperation of airport operators. He also called upon members of his audience to foster committees to support airports similar to the Committee for National (Airport) in the Washington area.

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DOW NAMED DEPUTY ADMINISTRATOR (Continued from page 1) . . . modernization of the air traffic control system. He joined the Systems Research and Development Service in 1961 and then served as Director of the National Airspace System Special Projects Office from 1965 to 1966. In 1966-67 he held a Fellowship at Princeton University's Woodrow Wilson School for Public and International Affairs. He was named Director of Budget in 1967. Dow is a 1943 graduate of the University of Maine with BS in education. The Senate must confirm his nomination.

HEROIC RESCUE . . . Bob Mulligan, a controller at the Washington ARTCC, heroically saved the life of a 5-year-old girl who was in a light plane crash in early June. Mulligan, a member of his county's rescue squad, received word that a plane hampered by poor weather had struck high tension wires and crashed into a mountain-side. Racing to the scene, he cut a hole in the rear of the plane's fuselage and entered the cabin where found the girl under much debris. After calming the girl, who was suffering shock and multiple fractures, he rushed her to an ambulance. Mulligan has been nominated by his facility for an Heroic Act Award.

NEW WAYS TO GET AWAY . . . The Departments of Transportation and Interior are jointly sponsoring a study of access to parks, recreation areas, historic sites and natural resources. The study will highlight alternatives to private automobile use and emphasize access for city dwellers. VTN Consolidated, Irvine, Cal., in association with Midwest Research Institute, Kansas City, Mo., will conduct the \$230,000 study. Environmental problems, possible future energy restrictions and weekend traffic congestion will be considered. Also slated are surveys in two metropolitan areas and case studies in six recreational areas. The report will be sent to Congress by Jan. 1, 1975.

ON THE LABOR FRONT . . . Labor Management Relations activity in FAA was fairly quiet during the last quarter of FY '74. The number of unions recognized by the FAA and certified by the Department of Labor actually dropped from 152 to 151. The number of agreements with unions rose slightly, from 46 to 49. However, the number of employees represented by unions jumped 630, for a total of 29,586. Air Traffic was by far the most heavily unionized segment of FAA.

PROGRAMS, COURSES AND THE COMPUTER . . . Fifteen Data Systems Specialists (DSSs) from six ARTS III Area Support Facilities and NAFEC recently completed the initial 9300 Programmer Course. UNIVAC, the manufacturer of the ARTS III High Speed Peripheral (9300) computer, conducted the course. The lessons are designed to teach the DSSs to perform programming required for ARTS III computers. The recent course was the first of four. The next will begin August 7 and will be attended by electronic technicians in addition to other DSSs.

FAA CENSUS . . . Total civilian employment in FAA reached 56,386 on June 30, 1974, the end of FY '74. That included 2,425 employees in other than permanent positions. Total employees in Air Traffic were 26,581; Airway Facilities, 11,349; Flight Standards, 4,701; and Airports, 678. There were also 2,063 in Logistics; 284 in Aviation Medicine; and 446 enrolled in second career training for air traffic controllers. Southern led the regions with 8,397 employees, followed by Great Lakes, Southwest, Eastern and Western Regions all with over 5,000 employees.

LAMPS WITH MORE LEEWAY . . . Tests by NAFEC and Systems Research and Development Service personnel will begin in early to mid-August in an effort to develop a safer approach lighting system (ALS). The initial tests will examine the strength of small aircraft wind screens when propelled into approach lights. The tests will last for three or four weeks. Information obtained from these NAFEC-based tests will complement the work being done to develop a more frangible, low impact ALS lamp.

URGENT REQUEST - ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is still seeking qualified applicants for position no. 11-14, Metrology Expert (weights and measures), for six months with the Technical Assistance Project in Brazil. Salary: Level 5, Gross U.S. \$28,530 per annum, Net (free of tax) U.S. \$20,118 per annum. Applications due in AIA-29 by August 9, 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.

MLS DISCUSSED . . . The Microwave Landing System (MLS) Advisory Committee recently held a meeting which focused on the status of MLS Phase II development. The Committee is made up of users such as: the military, air carriers, and general aviation manufacturers and pilots. This group discussed with FAA officials the progress of Phase II, which consists of building feasible MLS hardware. The system's third and final stage was also considered. The building of prototype hardware will occur in Phase III. The initial MLSS will then be deployed to airports (about June 1977).

PACK FAA WORLD'S AUGUST ISSUE IN YOUR LUGGAGE for vacation reading. "From Dreams to Designs" tells about the little known Transportation Systems Center in Cambridge, Mass. . . . "A New Path Upward" describes the novel selection process in a headquarters Upward Mobility Program . . . Dulles International Airport's mobile lounges were admirably "Designed for the Jet Age." Here's how they work . . . The first certificated hospital heliport faces "The Real Thing" during its dedication ceremonies . . . "Getting the Job Done" might well be the motto of Western F&E personnel as they tackle a remodeling on their own . . . No one would argue that a Detroit controller who tackles any and all do-it-yourself projects has "The Busiest Hands in Town." You'll also find the regular features Direct Line, Faces and Places, Small World, Federal Notebook and Heads Up.

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WHAT IF AN EMERGENCY - Knowing what to do can be of valuable assistance should you ever have to react to an emergency situation at the Aeronautical Center. The following steps should be followed for an emergency illness or injury at the Center: Dial extension 2444 for assistance (this number which is available 24 hours daily should be posted on all telephones. If additional emergency number stickers are needed, call AAC-18, ext. 4635), give your name, extension number, and nature of the emergency and identify the precise location. If the emergency vehicle or an ambulance is to be used, give instructions on which exterior building door should be used by the emergency crew and post someone at that door who can receive the emergency crew and direct them to the area needed. If an elevator is to be used, have someone hold the elevator for arrival of the emergency crew. Remain calm and begin necessary first aid measures until help arrives. In case of fire, activate the nearest manual fire alarm pull box and call 2444 for assistance.

FLYING CLUB TO MEET - The FAA Flying Club monthly meeting will be held Saturday morning, August 3, at the Wiley Post restaurant. Breakfast at 8 a.m. for the early risers, meeting at 9 a.m. in the restaurant conference room.



RADIO-TV TO AIR AIRPORT SYSTEMS - A documentary about the Oklahoma City airport system will be broadcast by KTOK radio, Friday, August 2, at 6 p.m. This will include recorded interviews with persons directly involved in aviation in Oklahoma City. Beginning July 29, excerpts from the documentary will be aired during major audience time blocks (7 a.m. and 5 p.m. newscasts) through Friday, August 2. WKY television plans to broadcast a 30-minute documentary on a Will Rogers World Airport air traffic controller, Sunday, August 4, 9 p.m., during the program "Spectrum." We invite you to hear the productions.

DSD ELECTION RESULTS - An election by secret ballot was conducted Wednesday, July 24, 1974, under the supervision of the area administrator of the Labor Management Services Administration to determine if the American Federation of Government Employees, Local 2282, would be the exclusive representative for all non-supervisory employees in the Data Services Division. Approximately 160 employees were eligible to vote in the election. A total of 123 employees (77%) cast valid ballots. Of this number, 84 (68%) cast votes for AFGE and 39 (32%) cast votes against exclusive recognition. Providing no objections are filed with the Department of Labor within five days, the American Federation of Government Employees, Local 2282, will be certified as the exclusive representative of Data Services Division employees described in the unit.

July 31, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: August 7, 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 promotion will depend upon performance and agency policy at that time.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
74-219	Supply Clerk, GS-2005-4	AAC-45	2005
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
74-220	Supervisory Clerk, GS-301-5	AAC-250	300-B
Filing is considered as specialized experience.			
74-221	Applications Examiner, GS-963-5	AAC-260	963-A
This position has promotion potential to GS-7 without further competition.			
<u>DATA SERVICES DIVISION</u>			
74-222	Computer Operator, GS-332-5	AAC-340	332
This position has promotion potential to GS-7 without further competition.			
<u>FAA DEPOT</u>			
74-223	Teletypewriter Repairer, WG-2509-10	AAC-440	JE-2509
This position has promotion potential to WG-11 without further competition.			

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-74-22	CANCELLED/SUPV. ELECTRONICS TECHNICIAN, GS-856-12 Position filled by reassignment.	BTL FIFO	

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Orin D. Murray	Conveyance Examiner	AAC-252	74-117
Mary Curry	Conveyance Examiner	AAC-252	74-118
Cleona J. Houser	Clerk-Typist	AAC-16	74-171
Virginia L. Bishop	Accounting Technician	AAC-22	74-172
Shirley A. Soong	Secretary (Stenography)	AAC-940	74-177
Walter C. Hays	Supv. Elec. Tech. (Avionics)	MSP FIFO	FINFO-74-10



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BUTTERFIELD:

AEROSPACE EXPORTS ENCOURAGED

Pointing to benefits in balance of trade, employment and national security, Administrator Butterfield outlined the scope of the U.S. international aviation activities in a recent speech to the International Aviation Club in Washington, D.C. Butterfield highlighted FAA's technical assistance programs, and emphasized the importance of aircraft and aeronautical product exports from American industry to other nations. The Administrator noted that aerospace exports "is really big business," involving 22% of total industry sales. If the export market were allowed to deteriorate, Butterfield asserted, U.S. airlines would have to pay "substantially more for each aircraft purchased." He also cautioned against discontinuing the export financing programs of the U.S. Export-Import Bank, which "has played a key role in enabling our manufacturers to sell their products overseas."

BRIGHT IDEA FOR SUGGESTIONS

The Airway Facilities Service has come up with a better way of handling employee suggestions. The Service is cranking up a computer retrieval system to scan the files of past suggestions in order to help evaluators look at all relevant material on any particular piece of hardware for which a suggestion is received. AF says that such suggestions--aimed at improving various items in FAA's vast array of technical gear--arrive at Headquarters at a rate of 100 a month. Computer terminals in Washington, the regions and centers will allow evaluators to get instant identification of all past suggestions on a given topic. Then, a microfiche file would be used to read the suggestions. The system is expected to be operational four months from now.

ACCIDENT FREE AWARD

Forty-three U.S. Air Force Aero Clubs, from Korea to Little Rock, Ark., will receive FAA's annual Flight Safety Award for completing a full year of flight operations without a single aircraft accident. Ten of the Aero Clubs will receive special recognition for compiling perfect safety records over a continuous series of years. Club members, who include enlisted men, officers and civilian personnel, flew 233,655 flight hours during 1973. The FAA-USAF Flight Safety Award program was initiated in 1964.

FAA-PATCO TALKS CONTINUE

Full-scale negotiations for a new agreement between FAA and the Professional Air Traffic Controllers Organization (PATCO) resumed last week in Easton, Md. The Federal Mediation and Conciliation Service is represented at the negotiations. Talks on a new agreement began in February.

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

ACTION ON RADIATION . . . The Atomic Energy Committee has recommended changes in FAA's regulation governing the transportation of radioactive materials on passenger aircraft. The changes would reduce the radiation level for any single seat by half, cut the radiation level from any radioactive package by more than two-thirds, and prohibit unnecessary shipments of radioactive material. AEC said the proposals would not prohibit the shipment of medical radio-isotopes. The recommendations were based on the results of a 16-month study conducted by AEC in cooperation with FAA to determine the adequacy and effectiveness of existing regulations.

TCA EQUIPMENT PROPOSAL . . . FAA has proposed a rule which would drop the requirement that aircraft carry automatic altitude reporting equipment when operating in 12 designated Group II terminal control areas (TCAs) after July 1, 1975. Aircraft operating in the Group II TCAs at these locations still would be required to carry a transponder capable of automatically sending discrete identity information to the ground for display on air traffic control radar. FAA said this equipment, in combination with two-way radio communication, should satisfy air traffic control operational requirements for Group II TCAs. The proposed rule will not affect aircraft operating in the nine designated Group I TCAs.

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. Gaslight= Born Yesterday - FAA night, August 22. Post your want ad on the EA bulletin board. Use the EA duplicating machine - 10¢ per copy. Professional Photographers Service - 4013 N.W. 50th, corner of N.W. 50th & Tulsa, telephone, 942-5028.

OKLAHOMA STATE WITHHOLDING TAX CHANGE - State income tax withholding amounts continue to change. In the salary checks to be mailed August 12, 1974, the following new rates will be used for those employees having Oklahoma state income tax withheld.

<u>Federal income tax withheld</u>	<u>State income tax withholding (% of Federal withholding)</u>
Under \$30.00	None
\$30.01 to \$40.00	4%
\$40.01 to \$50.00	5%
\$50.01 to \$60.00	8%
\$60.01 to \$70.00	9%
\$70.01 to \$80.00	10%
\$80.01 to \$90.00	11%
\$90.00 up	12%

QUIET PLEASE . . . FAA has again asked pilots flying under visual flight rules (VFR) to reduce aircraft noise near noise sensitive areas. The proposed methods of noise reduction included flying at altitudes higher than the minimum permitted, choosing flight paths that will reduce aircraft noise and avoiding prolonged flight at low altitudes. The recent request describes typical noise-sensitive areas as: outdoor assemblies of persons; churches, hospitals, schools, nursing homes, and National Park Areas. The request applies to pilots operating fixed and rotary-wing aircraft under VFR when weather and air traffic clearances permit. FAA hopes cooperation with these suggestions will obviate the need for regulations.

EGGSPUEHLER PULLS OUT . . . College professor Jack Eggspuehler has asked FAA to withdraw his name as a candidate for the post of Assistant Administrator for General Aviation. Eggspuehler, Chairman and Professor, Department of Aviation at Ohio State University, would have taken a two-year leave of absence to serve at FAA. He asked not to be considered in view of possible conflict of interest.

HAZARDOUS MATERIALS PROGRAM IN GEAR . . . An FAA study has concluded that failure of shippers to comply with regulations governing the packing, marking, labeling, and documenting of hazardous materials is a major problem. The report found the problem also extends to other modes of transportation. Ninety percent of the shipments found to be in noncompliance with FAA regulations also failed to meet the shipping regulations of many surface carriers. The FAA has moved to strengthen its hazardous materials surveillance program by assigning 18 hazardous materials coordinators to regional offices as well as increasing part-time help in this area. Frequently used shipping points are being identified so that inspection efforts may be concentrated. In addition, hazardous materials training courses have been established for FAA inspectors, airlines, air taxis, freight forwarders and shippers. Finally, the number of hazardous materials inspections have increased.

MBA PROGRAM - The Training Branch, AAC-17, would like to know how many Aeronautical Center employees are interested in pursuing a masters of business administration degree program conducted at the Aeronautical Center. The program, offered by OCU, will require a BA or BS degree to enter. The BA or BS prerequisite can be in any field. It would involve one night per week for a three semester hour class. Classes would be completed in eight-week blocks and the program can be completed in 18 months or less. The MBA would require 30-45 semester hours depending on the undergraduate degree. The cost is approximately \$50 per semester hour. Dr. Traxler of OCU states that the program could start this September if we have 20 or more employees interested. Anyone interested in this program should notify the Training Branch, AAC-17, telephone extension 4156.



August 7, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: August 14, 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>CIVIL RIGHTS STAFF</u>		
74-195	Equal Opportunity Officer, GS-160-13/14	AAG-9	160
	Applicant selected at the GS-13 level will be eligible for promotion to GS-14 without further competition.		
	<u>ACCOUNTING DIVISION</u>		
74-226	Clerk-Typist, GS-322-4	AAC-24	300-2
	<u>PLANT ENGINEERING DIVISION</u>		
74-227	Air Conditioning and Heating Equipment Mechanic, WG-5301-8	AAC-55	JE-5301
	<u>MANAGEMENT ANALYSIS DIVISION</u>		
74-228	Management Analyst, GS-343-12	AAC-61	343
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-229	Psychology Aid, GS-181-4	AAC-100	181
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-193	Aviation Maintenance Specialist, GS-1825-13	AAC-234	1825
	This position requires field experience in an FAA maintenance inspection program.		
	<u>FAA DEPOT</u>		
74-230	Secretary (Stenography), GS-318-5	AAC-410	318
	<u>AIRCRAFT SERVICES BASE</u>		
74-231	Aircraft Upholsterer Foreman, WS-3106-10	AAC-830	JE-3106
	This position was filled non-competitively, but the Civil Service Commission has directed it to be advertised and filled in accordance with the Aeronautical Center Promotion Plan.		

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PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY</u>		
74-232	Secretary (Stenography), GS-318-4	AAC-954	318
74-194	Electrical Engineering Technician (Instruction), GS-802-12	AAC-941	802-1

Employees selected for these positions 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.

	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
74-233	Secretary (Stenography), GS-318-5	AAC-1000	318

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Harold V. Green	ATC Specialist (Terminal - Inst.)	AAC-930	74-3
Arthur Grueneberger	"	"	"
Larry P. Suppan	"	"	"
Jay W. Catland	ATC Specialist (Center - Inst.)	AAC-930	74-26
Dennis E. Delaney	"	"	"
Lee W. Peterson	"	"	"
H. Dean Rupert	"	"	"
Librado Silva	"	"	"
Raymond M. Willhite	"	"	"
Garvis Williamson	"	"	"
Lindon R. Wynes	"	"	"
George W. Williams	Gen. Aviation Opers. Spec. (Inst.)	AAC-950	74-43
Robert J. Boatright	Electronics Technician	AAC-440	74-92
Benjamin F. Crook	Electronics Technician	AAC-440	74-143
Fredric Osborn	Electronics Technician	AAC-440	74-143
Kenneth Roberts	"	"	"
Ruby J. Judge	Management Assistant (Typing)	AAC-61	74-148
Larry D. Bugg	Electronics Technician (Nav aids)	AAC-440	74-161
Sharon Shumate	Procurement Clerk (Stenography)	AAC-70	74-182
Wilma C. Parham	Secretary (Stenography)	AAC-430	74-200



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service to man in flight

74-33 August 14, 1974

GOV'T GETS MORE AUTHORITY

TOUGH ANTIHIJACK LAW SIGNED

A comprehensive antihijacking bill was signed into law by the President last week. The Antihijacking Act of 1974 empowers the President to suspend air transportation between the U.S. and nations which act in a manner inconsistent with an international agreement against air piracy, or aid terrorist organizations or permit them to use their territory. The law also provides for prosecution and punishment of hijackers caught in the U.S. even if the hijacking took place on an aircraft outside the territory of both the U.S. and the nation where the aircraft is registered. Further, the U.S. may suspend, revoke or impose conditions upon foreign air carrier operating rights if the carriers don't maintain security standards set forth by the International Civil Aviation Organization. On the domestic side, the Act specifically requires FAA to prescribe or continue in effect passenger and baggage screening procedures. FAA is permitted by the Act to use Federal personnel, including FAA officers, to supplement law enforcement officers in airport security programs. The law also directs FAA to require air carriers to refuse to carry persons not consenting to personal searches and to refuse to carry any article which a passenger does not allow to be inspected. The Act makes it a crime for unauthorized persons to carry weapons or explosives aboard aircraft.

TOP POSTS FILLED

James E. Dow was confirmed as FAA Deputy Administrator by the Senate last week. Two other top FAA officials were approved for new positions by the Civil Service Commission last week. They are William M. Flener as Associate Administrator for Air Traffic and Airway Facilities and James F. Rudolph as Associate Administrator for Aviation Safety. Flener is former Air Traffic Service Director and Rudolph is former Flight Standards Service Director.

OAKLAND IS "UP"

Another enroute center commissioned its radar data processing system on Aug. 1--Oakland. Four ARTCCs are now fully operational in the use of their alphanumeric radar display systems. Ten more of the 20 NAS centers are scheduled to go operational with these systems before the end of the year.

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

3-D: NOT A SCARY MOVIE . . . FAA has joined several airlines in a series of tests at Denver and Chicago to gather data on a three-dimensional area navigation (RNAV) system. 3-D refers to the system's ability to determine altitude, as well as geographic location, and display it in the cockpit. FAA research and development officials indicated the tests will be very valuable, since the agency thus far has had little opportunity to obtain data on 3-D RNAV from tests using aircraft in flight. Tests began last week at Denver's Stapleton International Airport using a DC-10 and two other smaller aircraft, one of them a NAFEC aircraft. Data gathered in the cockpits will be compared to data recorded by FAA on the ground and will later be used to simulate 3-D RNAV in NAFEC laboratories. FAA officials will also get controller reactions to the handling of planes using 3-D RNAV systems.

AGREEMENT ON AEROSAT . . . Plans for aeronautical satellite services over the North Atlantic Ocean took a giant step forward early this month when Canada and the European Space Research Organization (ESRO) signed a Memorandum of Understanding on the joint international program. Administrator Butterfield signed the memorandum for the U.S. in May. The memorandum provides for testing, evaluation and demonstration of aeronautical satellites as a prelude to an operational system in the 1980s. The AEROSAT project will provide improved communications and air traffic services over the ocean.

COMING IN OUT OF THE RAIN . . . On his first extended cross-country flight--from Charleston, S.C. to Jacksonville, Fla.--the pilot became lost in a rainstorm. He called the Jacksonville Center for help, saying he was very frightened. Controller Buddy Friedlin reassured the pilot and gave him directions to reach Brunswick, Ga. Flying at low altitude, the pilot wanted to land on any available open ground. Then he caught sight of an airport beacon and was guided by the center to a safe landing at Fernandina Beach Airport, Fla. During the month of July 1974, 293 flight assists were reported--166 by flight service stations, 86 by towers and 41 by centers. There were a total of 447 people reported on board the aircraft involved. The primary causes for the assists included 196 lost pilots, 41 low on fuel, 29 involved in weather and 70 with some type of equipment malfunction.

MAGNETIC MESSAGE . . . An FAA advisory circular dealing with the preparation and loading of magnetic materials for shipment in civil aircraft was recently issued. The circular outlines procedures that shippers and carriers may use in order to comply with FAA's regulations on the packaging, identification and loading location of air-shipped magnetic materials. The regulations are designed to prevent stray magnetic fields from interfering with magnetic compasses and other navigational equipment aboard aircraft. The circular is a response to the proliferation of magnetic materials which increasingly are being shipped by air.

BUDGET MAKES ITS WAY THROUGH SENATE . . . The Senate last week restored to the FAA FY 1975 budget \$13.8 million and 708 positions for air traffic control that had been cut by the House. The Senate also restored a \$1.2 million cut in the air traffic controller second career program. Agreeing with the House, the Senate did not change language in the budget bill which restricts FAA's authority to decommission or remote flight service stations under the agency's FSS consolidation plan. The Senate also restored a \$6.7 million cut for the training of air traffic controllers, saying in its report that it is essential "air traffic controllers reach journeymen qualifications at the earliest possible date and...maintain proficiency."

REVIEW OF PROGRAM MANAGEMENT . . . In an effort to improve the efficiency and management of various programs, DOT has implemented recommendations from an outside study. The report, developed by McKinsey & Co., recommends improvements in research, development and demonstration (RD&D) programs throughout the department. Currently the department is evaluating the management of two FAA RD&D programs--the Airport Development Aid Program and the upgraded 3rd generation air traffic control system. The department expects the entire RD&D review to last from 12 to 18 months.

ACCIDENT REPORT AVAILABLE . . . The National Transportation Safety Board has released issue No. 4 of "Aircraft Accident Reports, U.S. Civil Aviation-1973." The report contains a synopsis of 898 selected general aviation accidents during 1973. The brief format presents the facts, conditions, circumstances and probable cause(s) for each accident. Additional statistical information is tabulated in various categories. The report may be purchased for \$10 from the National Technical Information Service, U.S. Department of Commerce, Springfield, Va. 22151. The request number is PB 233-204.

ACCOUNTING IMPROVEMENTS ON THE HORIZON . . . A contract has been let with Coopers and Lybrand, a leading certified public accountant firm, for the design, programming and installation of upgraded accounting systems for use FAA-wide. The new systems will greatly improve the accuracy and timeliness of accounting data and reports used at all levels of FAA. Systems design and data and reports used at all levels of FAA. System design and development activities will be conducted with strong participation by region and center accounting divisions under the guidance of the Office of Accounting and Audit. Data processing techniques will require extensive participation by the Office of Management Systems. In addition, offices, services, regions and centers will be asked to assist in defining their financial reporting requirements. Work commenced on the first phase of this project early in July.

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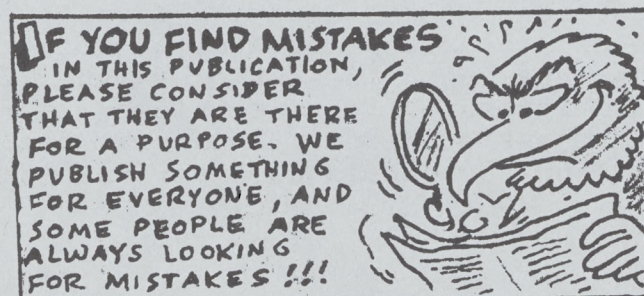
WANT TO BOWL? The FAA leagues are organizing for winter bowling which will begin within the next few weeks. The FAA Northside League bowls at Coronado Lanes, N.W. 63rd and Portland each Monday at 5:50 p.m. This is a mixed league consisting of two men and two women on each team. Two members on each team must be employees of the FAA Aeronautical Center. If you have a team or would like to be placed on a team, call Dave Jones, Ext 4437 by Friday, August 16. The FAA All Stars will start their league September 3. They bowl at Penn 44 each Tuesday at 6:30 p.m. Contact for this league is Linda Reiter, Ext 2123. FAA Southside bowls each Wednesday at 6:00 p.m. at Meridian Lanes. If you are interested in this league, call Pete Lenos, Ext 2418.



AMENDMENTS TO CIVIL SERVICE COMMISSION EEO REGULATIONS. Effective May 1, 1974, it is the policy of the Government of the United States to prohibit or eliminate discrimination because of age. Anyone having a complaint of discrimination based on age must first enlist the services of an EEO counselor to review the issues of the matter and to seek a resolution on an informal basis. Processing of complaints are outlined in Order AC 3300.4C, Equal Opportunity Counselors. Discrimination due to age applies only to employees or applicants who are at least 40 years of age and less than 65 years of age at the time the discriminatory action is alleged to have occurred.

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. Discount coupons for Aquarena Springs at San Marcos, Tex. Family Fun discount coupons \$5.00. Mar Car race tickets for Friday and Sunday nights. Gaslight - Born Yesterday - FAA night, August 22. Professional Photographers Service, 4013 N.W. 50th, corner of N.W. 50th and Tulsa, telephone 942-5028. Post your want ad on the EA bulletin board. Use the EA duplicating machine, 10¢ per copy.

EDITOR'S NOTEBOOK



August 14, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
74-196	CANCELLED/COMMUNICATIONS SPEC., GS-393-7 Position will be filled at the GS-9 grade level.	AAC-44	
74-236	Communications Specialist, GS-393-9	AAC-44	393
	<u>PLANT ENGINEERING DIVISION</u>		
74-237	Electrical Worker, WG-2805-8	AAC-55	JE-2805
74-238	Air Conditioning & Heating Equipment Mechanic, WG-5301-10	AAC-55	JE-5301
	<u>FAA ACADEMY</u>		
74-239	Education Specialist, GS-1710-9	AAC-930	1710
This position has promotion potential to GS-11 without further competition.			
74-207	*Electronics Engineer (Inst.), GS-855-13	AAC-940	800
74-208	Airports Program Manager (Instruction), GS-301-14	AAC-960	301-7
74-209	*Aviation Safety Inspector (Airworthiness - Instruction), GS-1825-12/13 or Aerospace Engineer (Instruction), GS-861-12/13	AAC-950	1825 or 861

This is a course developer position and can be filled as an Aviation Safety Inspector (Airworthiness - Instruction) in the 1825 series or Aerospace Engineer (Instruction) in the 861 series. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

*Employees selected for these positions 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.

August 14, 1974

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PROMOTION PLAN ANNOUNCEMENT (continued)

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: August 28, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-26	Secretary (Stenography), GS-318-6	MSP FIFO	318
Travel and transportation at employee's expense. Area of consideration extended to Great Lakes Region employees.			

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Robert L. Crist	Education Specialist	AAC-933	74-64
Dorothy M. Tucker	"	"	"
Allene D. Davis	Aircraft Regulations Specialist	AAC-250	74-74
Robert Goggin, Jr.	Electronics Engineer	AAC-440	74-96
Clarence Worley	"	"	"
Thomas Thompson	General Engineer	AAC-440	74-97
R. P. Ledbetter	Electronics Engineer	AAC-450	74-98
Ronald Armstrong	Electronics Technician	AAC-440	74-143
Darryl L. Welch	"	"	"
John P. Bryan	"	"	"
Dan E. Nosalek	"	"	"
Robert L. Corcoran	"	"	"
Cardis L. Holley	Electronics Technician (Nav aids)	AAC-440	74-161
LaNelle Murcko	Editorial Assistant	AAC-100	74-164
Peggy Arrowood	Clerk	AAC-130	74-179
Dale Hitchcock	Equipment Specialist (Aircraft)	AAC-820	74-183
John A. Best	Clerk	AAC-238	74-185
Udis G. Smith	File Clerk	AAC-252	74-224



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

74-34 August 21, 1974

service to man in flight

FS KEY SELECTION

Remember that Aug. 23 is the deadline for submitting applications under the new Flight Standards key selection system for GS-15 supervisory positions in Washington, regions and centers. Registers established from these applications and an assessment process will be used to fill the positions. Full information is in the July 12 Merit Promotion Announcement, "Flight Standards Key Positions."

COUNTERPARTS

Civil servants working at the GS-16 through 18 levels make substantially less money than their private industry counterparts, according to the Civil Service Commission. The CSC's nationwide pay study, released recently, found a salary range of \$45,000 to \$71,000 in private industry for jobs equivalent to GS-16 to 18 positions. Currently, federal jobs at these levels are limited by law to \$36,000 per year.

47 SYSTEMS ORDERED

ARTS II CONTRACT AWARDED

FAA took another major step in its program to automate air traffic control with the award last week of a \$5,068,423 contract to the Burroughs Corp. (Paoli, Pa.) for 47 ARTS II systems. These automated radar terminal systems will be installed at low to medium activity airports and perform nearly the same functions as the ARTS III systems now operating at 59 of 61 planned locations. Designed around a low-cost minicomputer, ARTS II will provide direct alphanumeric readout on terminal controllers' radar scopes of altitude and identity from appropriately equipped aircraft. Unlike ARTS III, it will not show ground speed. The contract calls for delivery and installation of the first two ARTS II systems within 11 months. All work is scheduled for completion in 37 months. The contract includes options for 26 additional systems.

EVS CONTRACT CANCELLED

Citing increasing cost estimates and schedule slippages, Administrator Butterfield told Congress last week the agency has cancelled its \$12.7 million contract with Philco-Ford for development and test of a prototype electronic voice switching (EVS) system. In testimony before the House Subcommittee on Government Operations, the Administrator said the primary basis for initiating the EVS program was related to cost savings from owning rather than leasing communications (such as interphone/intercom) at the air route traffic control centers. However, he noted that expected savings were "slipping away" as the system costs continued to rise. Butterfield pointed out that the present system in the centers is considered acceptable for the immediate future.

BUDGET APPROVED BY CONGRESSIONAL CONFERENCE COMMITTEE . . . FAA's portion of the FY 1975 DOT budget bill was approved by a Senate-House conference committee last week with a \$61.8 million cut in the agency's request. The new total is \$1,693.4 million. Among the bill's provisions is full funding for microwave landing system development, wake vortex research and advanced radar beacon development in the Research, Engineering and Development category. The conference bill now must pass the full House and Senate.

NOT SO EXPERIMENTAL . . . FAA has proposed a rule to establish a new "special" airworthiness category for amateur-built aircraft, presently classed as "experimental" by the agency. The experimental category would apply in the future only to aircraft used in experimental operations, such as flight testing and/or flight training for experimental work. The special category and its requirements also would include aircraft used in exhibition and air racing, marketing and sales, and research not related to aircraft development. Special certificates would remain in effect indefinitely (except for marketing and sales aircraft with a one year duration), provided aircraft were maintained properly and not subjected to major modification. Experimental certificates would still have to be revalidated every year.

CONTRACT TO MINORITY FIRM . . . The FAA in conjunction with the Small Business Administration has awarded a \$345,268 contract to minority-owned Oklahoma Aerotronics Inc. The contract is for 264 maintenance VHF transmitter-receivers. These "transceivers" will provide air to ground communication for flight inspectors checking air navigational equipment. The contract was the third awarded to the Oklahoma firm.

SHEETS SAVED. . . Efforts to relieve the paper shortage have proved successful in FAA, particularly in Washington Headquarters. The Office of Management Systems saved almost 98 million sheets in FY 1974 by closely reviewing printing and distribution requirements and increasing supervision of use. Washington Headquarters reduced its paper use by 30%. The regions and centers decreased their paper use by about 5%. Future savings, with full employee cooperation, are expected to be even greater.

NEW YORK CENTER CELEBRATES 10TH . . . An open house and a variety of spectacular aviation events will mark Eastern Region's 10th anniversary celebration next month for its air route traffic control center at Islip MacArthur Airport on Long Island. The center will be open to the public Sept. 14 and 15, with Sept. 13 designated as VIP day for tours given to Federal, state and local officials. Air shows and exhibits will include military aircraft flybys, free balloon and helicopter rides, and displays of WW I airplanes and antique autos. The center was FAA's third busiest in 1973.

PUBLIC ADVISES FAA . . . Public comments on the proposed agenda for FAA's first Biennial Airworthiness Review have poured into the agency. The deadline for comments was August 1st. So far, FAA has compiled over 3,800 comments from 74 interested persons and organizations. Numerous comments were submitted by the General Aviation Manufacturers Association, Aerospace Industries Association, Air Transport Association, and other business concerns. The conference will deal with the systematic revision of FAA's airworthiness rules.

CONTRACT TALKS . . . The FAA-PATCO contract negotiations, which were taking place in Easton, Md., have been temporarily recessed. No date has been set for their resumption, but the Federal Mediation and Conciliation Service will notify both sides when negotiations are to be resumed.

ANIMALS AND AIRCRAFT . . . Administrator Butterfield has signed into effect a new regulation dealing with the safe shipment of animals by aircraft. The rule states that no air carrier may carry a live animal unless the container is securely attached to the cargo compartment; isolated from other cargo; and, located in such a manner as to assure that the container's ventilation areas are not obstructed. The rule was prompted by recommendations made by the House Committee on Government Operations following its hearings on animal transport. FAA may supplement the new rule with additional regulations. Using data developed by veterinary experts, the agency will consider regulations prohibiting animals from being shipped by air unless their environmental needs can be met. Also under consideration is the collection of data and the development of standards for the construction of animal crates.

ICAO SEEKING APPLICANTS . . . Headquarters, MONTREAL-Director, Technical Assistance Bureau, PC-16/74. Salary range: Gross U.S. \$40,140-\$42,360 per annum; Net (free of tax) U.S. \$26,670-U.S. \$27,780 per annum. Qualifications required: Advanced university degree or equivalent academic qualifications preferably with specialization in aeronautics, economics or public administration. Experience essential at policy formulation level of a government administration in directing civil aviation services and planning. Experience desirable in international civil aviation, airline operations, conducting negotiations with governments and administering programs of technical cooperation. Applications due in AIA-29 by September 9, 1974. Additional information about duties, qualifications, salary and benefits is available at your Manpower office. FAA personnel accepting ICAO assignments are entitled to restoration rights.

August 21, 1974

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DOW TAKES OATH . . .James E. Dow took the oath of Deputy Administrator from Secretary Brinegar before an auditorium crowded with spectators including several former Administrators and Deputies last Friday. Assuming the "co-pilot position," as he called it, Dow promised total commitment to excellence according to the "ability, strength and wisdom God has given me." He also praised FAA firing-line employees from Alaska to Guam to the Canal Zone as "the people that count."

FOOD SERVICES . . .Effective September 1, 1974, there will be an average increase of 15 percent in food prices in the Aeronautical Center cafeterias due to the continuing increase in basic food costs. Also, the contractor for the cafeteria services will begin operating under an incentive arrangement, the objective being to encourage excellence in food service. The new contract allows the contractor the freedom to adjust prices as required to accomplish this objective. Periodically, a representative number of cafeteria customers will be asked for their appraisal of the food service and prices charged. These appraisals will form the basis for an Aeronautical Center evaluation and determination of contractor profit entitlement.



FROM YOUR EMPLOYEES ASSOCIATION . . .Gaslight Theatre - Born Yesterday - FAA night, August 22. 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 Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Tex. Family Fun discount coupons \$5.00. Mar Car race tickets for Friday and Sunday nights. Professional Photographers Service, 4013 N.W. 50th, corner of N.W. 50th and Tulsa, telephone 942-5028. Post your want ad on the EA bulletin boards. Use the EA duplicating machine, 10¢ per copy.

MBA PROGRAM . . .The August 7, 1974, Intercom asked for Aeronautical Center employees who were interested in a Master of Business Administration Degree program (Oklahoma City University) to advise the Training Branch of their interest. Forty-two employees have indicated their interest. This is a significant response and we believe there is an excellent possibility that the program will become a reality. Members of the OCU staff will meet with our interested employees to describe the program and answer questions on Thursday, September 12, at 11:15 a.m., in the Headquarters Auditorium. This is a self-development program and employees will be responsible for tuition and related costs. Also, the training will occur during off duty hours. The beginning target date will be November 1974. Other employees who are interested are encouraged to call the Training Branch, AAC-17, ext 4156.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: August 28, 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 promotion will depend upon performance and agency policy at that time.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA DEPOT</u>		
74-216	Supv. Electronics Engineer, GS-855-13 (Nav aids/Communications)	AAC-440	800
	<u>FAA ACADEMY</u>		
74-217	*Air Traffic Control Specialist (Center-Instruction), GS-2152-13	AAC-930	2152
74-218	*Supv. Air Traffic Control Specialist (Instruction), GS-2152-14	AAC-930	2152
*Employees selected for these positions 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.			
	<u>PROCUREMENT DIVISION</u>		
74-243	Procurement Clerk(Steno), GS-1106-3	AAC-70	1106
	<u>PLANT ENGINEERING</u>		
74-244	Air Conditioning & Heating Equipment Operator, WG-5401-10	AAC-55	JE-5401

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

FINFO-74-28	Airspace System Inspection Pilot, (Procedures Specialist), GS-2181-13	ACY FIF0	2181
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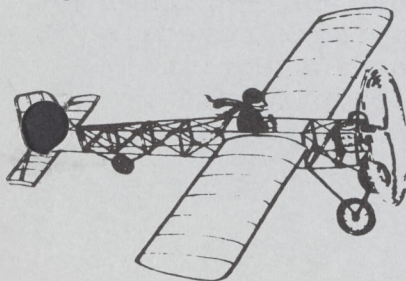
DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

74-35 August 28, 1974

INSPECTOR HONORED BY EAA

General aviation maintenance inspector Ernie Heald of the Seattle Flight Standards District Office recently received two top awards from the Experimental Aircraft Association. At its annual "fly-in" convention in Oshkosh, Wis. last month, EAA presented Heald with its Major Achievement Award for his efforts in improving the certification process for experimental (custom-built and restored) aircraft. Also in August, EAA awarded Heald its Chuck Crawford Memorial Trophy for the best contribution by an individual to the advancement of general aviation.

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Published by the Public Affairs
Office, AAC-5



L.A. ARTCC GETS IST SYSTEM

NEW BACK-UP POWER FOR CENTERS

The first of a new generation Power Conditioning System (PCS), designed to provide continuous power to NAS Stage A enroute centers in the event of a commercial power failure, was accepted at the Los Angeles ARTCC on Aug. 5. The PCS assures a continuous and stable flow of electrical power of the precise voltage and frequency necessary for proper operation of computers, radar displays and other components of the automated enroute system. Operationally, the system continuously conditions the incoming AC power and switches to reserve battery power before engine generators take over upon interruption of the commercial source. Similar systems, built by AiResearch Manufacturing Co., a division of Garrett Corp. of Torrance, Calif., are scheduled to be installed in all NAS Stage A centers by September 1975. The second system is scheduled to be commissioned at Kansas City Center next month.

MLS DEVELOPMENT IN HIGH GEAR

After three years of development, FAA will plunge into full-scale evaluation of two types of microwave landing systems beginning this week. A decision on a preferred system is expected by December, to be followed by construction of prototypes by two separate contractors. One of the prototypes then will be chosen by FAA for entry next year in a world-wide competition conducted by the International Civil Aviation Organization, which in turn will pick a single system for international use. FAA is assembling a team of about 120 evaluators in Washington from FAA, other government agencies, the military and several nations to aid in selection of the U.S. system.

PAY RAISE ON THE HORIZON . . . A tentative decision to recommend a 5.52% pay increase for Federal General Schedule employees in October was reached last week by the Office of Management and Budget and the Civil Service Commission. The proposed increase is intended to maintain comparability with salaries in private business. Comments on the tentative decision, which are being solicited from officials of the Federal Employees Pay Council and from other employee unions and organizations, will be considered before a final recommendation is made to the President. The tentative decision is based on analysis of private sector salary data collected earlier this year by the Bureau of Labor Statistics.

WILL EVEL TRIUMPH? . . . When motorcycle daredevil Evel Knievel jumps across the Snake River Canyon in Idaho on Sept. 8, FAA will be there to prevent mid-air collisions between sightseeing aircraft. In fact, no sightseeing planes will be permitted anywhere near the jumpsite. The Northwest Region plans to restrict the airspace for five miles around and up to 8,000 feet above the site, which is three miles northeast of Twin Falls. Only those aircraft with accredited news media or related to the event will be allowed in the area. Two FAA aircraft will patrol the area as well. Knievel is expected to reach 2,000 feet altitude in his quarter-mile jump after a steam catapult launch that will send him off at a speed of 375 mph. He plans to ride his rocket-powered "sky cycle" to a gentle touchdown under a parachute canopy. Good luck.

LTA WORKSHOP . . . FAA is co-sponsoring with NASA a Lighter-Than-Air Vehicles Workshop to be conducted by the Massachusetts Institute of Technology at Monterey, Calif., Sept. 9-13. Approximately 40 papers will be presented at the workshop's ten sessions. Topics include: costing techniques, military and civilian applications, new technology and technical design. Bill Fromme, Office of Aviation Policy, will chair a session on operations. During the final two days working groups will attempt to define problem areas and potential research topics. They will concentrate on four major areas: market analysis, economics, technology, and policy and system implementation analysis.

GIVING A HAND ABROAD . . . A team of 16 FAA technical, operational and administrative experts recently returned from Iran where they conducted an ATC system modernization study. During a seven week stay, they surveyed 26 airports and conducted ATC system design analysis. Recommendations were generated in a number of areas including: airspace definitions, terminal and enroute automation, pilot briefing, facility establishment, navigational system expansion, communication system expansion, radar coverage augmentation, landing system establishment, flight inspection, physical plant and facility upgrading and expansion, training, and logistic system and organization.

NEW CERTIFICATION RULE FOR SMALL AIRPORTS . . . FAA has adopted a new rule providing for the issuance of "limited" airport operating certificates to airports serving CAB-certificated air carriers conducting only unscheduled operations or operations with small aircraft. Under the new rule, FAA certification of these airports would be based on a case-by-case assessment of safety conditions at each location. Airport operating certificates already have been issued to some 500 airports served by CAB-certificated air carriers operating large aircraft on a regularly scheduled basis. FAA estimates that as many as 500 additional airports will receive certification under the new regulation.

FORT WORTH IS GO . . . Fort Worth Center became the fifth ARTCC to go operational with the automated Radar Data Processing System this month. The system, with which controllers can read aircraft identity and altitude directly on the radar scope, passed its Operational Readiness Demonstration on Aug. 6. The four other centers already operational are Los Angeles, Kansas City, Cleveland and Oakland. Nine additional en route centers are scheduled to become operational in 1974.

ENGINE EMISSIONS STUDIED . . . A \$1.6 million study to determine if turbine engine emissions increase as the engines are used was recently funded by the agency. Under the study--to be conducted by Northern Research and Engineering Corp. of Cambridge, Mass.--turbine engines ranging from small models used on business jets to those used on wide-bodied jets will be tested to determine if exhaust emissions increase as hours of engine use increase. Results of the study will be used by FAA in formulating regulations to implement the Environmental Protection Agency's pollution control standards for aircraft engines in the 1978-1979 period.

CAN'T LEAVE THE GROUND . . . Notices of proposed registration certificate action (revocation) were recently mailed to aircraft owners who did not comply with FAA's annual Aircraft Eligibility, Identification and Activity Report. Of the approximately 180,000 forms sent to plane owners in January, 17,000 were not answered. But satisfactory responses are still expected from many of these owners, program officials say, and the number of final revocation actions is expected to be substantially less.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal-PC 21/74, Chief, Recruitment and Placement Section, P-4, Gross-U.S. \$22,680 - \$30,490 per annum; Net (free of tax) = U.S. \$16,542 - \$21,294 per annum. The initial assignment is for two years. Applications are due in AIA-29 by Sept. 12, 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.

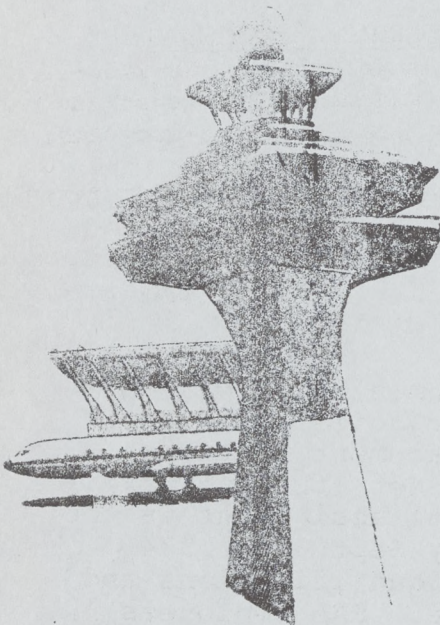
SECURITY GUARD FORCE - Basically security attempts to do two things - (1) to prevent and (2) to protect; i.e., to prevent crime and emergencies and to protect people and property. At the Aeronautical Center we have a guard force which works in concert with the AAC-90 staff in efforts to prevent and protect. Within its functional framework the guard force is charged with responsibility for, but not necessarily limited to:

- Maintaining fixed posts patrolling
- Guarding against unauthorized entry and unlawful acts
- Enforcing employee and visitor identification procedures
- Policing security and related regulations

Our guard force is staffed with people who are properly trained and well supervised. However, we should not expect our guards to be solely responsible for the prevent and protect mission. Too often, this kind of thinking prevails. Each employee must constantly be aware of his responsibility to be alert to security hazards. Information regarding existing or potential hazards should be passed on to the Security Control Center or directly to AAC-90. It is essential that we support and cooperate with our guard force.

FROM YOUR EMPLOYEES ASSOCIATION - We have tickets available for the Ice Capades and Rodeo - Please check with your EA Office for further details. Lincoln Plaza Theatre - All The Girls Came Out To Play - FAA night Sept. 10. 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 Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Tex. Family Fun discount coupons \$5.00. Mar Car race tickets for Friday and Sunday nights. Post your want ad on the EA bulletin boards. Use the EA duplicating machine, 10¢ per copy.

AIRPORT BUMPER STICKERS - A campaign to highlight the importance of airports to a community is underway in Oklahoma City. Bumper stickers promoting airports and the economic importance of airports to a community are available to all FAA employees at the Employee Association Offices. Back the way you make your living - use a bumper sticker.



August 28, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: September 4, 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PLANT ENGINEERING DIVISION</u>		
74-245	Secretary (Stenography), GS-318-6	AAC-50	318
	<u>PROCUREMENT DIVISION</u>		
74-243	CORRECTION/PROCUREMENT CLERK (STENOGRAPHY), GS-1106-3	AAC-70	1106
	This position has promotion potential to GS-4 without further competition.		
74-246	Secretary (Stenography), GS-318-5	AAC-70	318
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-247	Training Administrator, GS-1712-12	AAC-140	1712
	This position requires extensive knowledge and experience in all facets of civil aviation physiological training programs.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-248	Correspondence Clerk, GS-309-4	AAC-250	300-B
	<u>FAA ACADEMY</u>		
74-249	Clerk-Typist, GS-322-4	AAC-940	300-2

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: September 11, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-28	CORRECTION/AIRSPACE SYSTEM INSPECTION PILOT (PROCEDURES SPECIALIST), GS-2181-13	ACY FIFO	2181
	Ingrade candidates only. Requests for reassignment are solicited from Airspace System Inspection Pilots (Aircraft Commanders), GS-2181-13.		

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Robert A. Johnson	ATC Specialist (Terminal-Inst.)	AAC-930	74-3
Larry P. Suppan	"	"	"
Robert J. Ave	ATC Specialist (Center-Inst.)	AAC-930	74-26
James M. Pearson	"	"	"
Charles E. Saunders	"	"	"
David L. Williams	"	"	"
James K. Shafer	Electronics Technician (Inst.)	AAC-940	74-51
Charley L. Ford	Computer Operator	AAC-340	74-76
Alfred M. Luster	"	"	"
Jeff J. Dittmeyer	Supply Cataloger	AAC-490	74-108
David J. Cook	Aircraft Mechanic Leader	AAC-830	74-110
Robert Madison	Civil Engineer	AAC-1000	74-127
James C. Ketner	Electronics Engineer	AAC-1010	74-128
David W. Fleming	Electronics Engineer (Comm.)	AAC-1000	74-128
Clyde A. Johnson	Quality Assurance Specialist	AAC-450	74-152
Walter K. Bussing	Supply Clerk	AAC-480	74-159
Margaret Moody	"	"	"
Donald Schein	Supv. Quality Assurance Spec.	AAC-800	74-162
George Anderson	Air Cond. & Htg. Equip. Operator	AAC-55	74-163
Howard Brazel	"	"	"
Benjamin Holcomb	"	"	"
R. B. Gladden	Training Specialist (Electronics)	AAC-940	74-167
Kenneth R. Watson	Illustrator	AAC-43	74-173
Nancy A. Porter	Clerk	AAC-850	74-175
Marion J. Baranske	Machine & Hand Tool Repairer	AAC-440	74-181
Julia Stokes	Clerk	AAC-930	74-191
Kathy Webb	Clerk-Typist	AAC-53	74-197
Herman W. Hill	Custodial Work Inspector	AAC-53	74-198
Sandra M. Stine	Clerk-Stenographer	AAC-43	74-210
William O. Walker	Mobile Equip. Body & Fender Rep.	AAC-56	74-211
Carol Young	Psychology Technician	AAC-100	74-212
Irene B. Hartman	Clerk-Typist	AAC-932	74-215
Constance F. Holmes	Clerk-Typist	AAC-932	74-215
Mary F. Hardaway	"	"	"
Phillip L. Handke	Supply Clerk	AAC-45	74-219
Jerald Hatchett	Computer Operator	AAC-340	74-222
Mary E. Fugitt	Secretary (Stenography)	AAC-954	74-232
Gerald L. Thompson	Supv. Elec. Tech. (Avionics)	ATL FIFO	FINFO-74-11
Barton H. Schmidt	Airspace System Inspection Pilot (Procedures Specialist)	AFS-500	FINFO-74-21
Everett W. Hunt	Electronics Technician (temporary not-to-exceed one year)	OKC FIFO	FINFO-74-24
Gerrard Thibault	Airspace System Inspection Pilot (Procedures)	AFS-500	FINFO-74-25



AERO CENTER intercom

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

74-36 Sept. 5, 1974

LINDBERGH

Probably the best known airman of all times, Charles A. Lindbergh, 72, died on the Hawaiian Island of Maui last week. Lindbergh, who has been called variously the "last of the great heroes," "The Lone Eagle," and "Lucky Lindy," won the adulation of the world by flying solo and non-stop from New York to Paris May 20-21, 1927. By doing so he won unprecedented fame which for the shy midwesterner was a mixed blessing. After his first-born son was kidnapped and murdered in 1932, he avoided crowds and sought solitude. His flight was a boon to aviation and credited with causing much of the aviation enthusiasm in the late 1920s and 30s. Throughout his life Lindbergh remained active in the aviation world. Besides being a consultant for both government and commercial enterprises, he made survey flights for airlines and flew as a civilian instructor for the Air Corps in World War II.

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

TULL AVIATION GETS CONTRACT

FAA PICKS INTERIM STANDARD MLS

FAA has selected an interim standard microwave landing system (ISMLS) pending development of an international standard MLS. The agency awarded a \$25,000 contract to Tull Aviation Corp., Armonk, N.Y., for its design. The contract stipulates that Tull will make its design data available at no charge to those who want it and sets licensing fees for the actual construction of ISMLSs by other companies. This arrangement will ensure standardization of ISMLS systems at airports which decide to install them in the next several years. FAA plans to amend the Federal Aviation Regulations to make the ISMLS eligible for financial aid under the agency's Airport Development Aid Program. The ISMLS is intended for use at airports where a conventional landing system will not perform effectively, or where the airport's needs can be more effectively met by an ISMLS.

DOT OPPOSES 'CAPACITY AGREEMENTS'

DOT has urged the Civil Aeronautics Board to disapprove "capacity agreements" now under review for domestic airlines and to reject capacity agreements as a standard regulatory tool. (Under a capacity agreement, two or more airlines agree to fly no more than a fixed number of flights on a given route.) In filing its position with CAB, DOT said capacity agreements "could change the whole competitive structure of the industry," and that adoption of such agreements "would mark a significant departure from historical Board policy. Such a departure should not be made." The Board is presently considering capacity agreements in four major transcontinental markets and in the New York-San Juan market.

KEY STATISTICS HERE NOW . . . An advanced summary of key aviation statistics has been published by the agency in order to make these figures available immediately without waiting for the printing of large, detailed statistical reports. The report, Current Aviation Statistics, covers highlights for 1973 on airports, the air carrier fleet, air traffic activity, aircraft industry and airmen. It summarizes information from five publications that will not be available for several weeks.

UNICOM—A CROWDED FREQUENCY. . . The Federal Communications Commission has published a Notice of Inquiry written with the help of FAA about the growing congestion of the Unicom radio frequency of 122.8 MHz. The notice points out that at some times and in some places "only parts of sentences can be understood," and it suggests that this could very well compromise the safety of flight. FCC is soliciting comments on ways to reduce the problem by realigning and reassigning frequencies adjacent to 122.8 "to insure the design of an effective and equitable solution which will provide better utilization of, and lessen the congestion on, the frequency 122.8."

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization. MONTREAL - 2 years: PC-17/74 Chief, Facilitation and Joint Financing Branch, P-5, Gross: U.S. \$28,530 per annum, Net: (free of tax) \$20,118 per annum. PC-18/74 Chief, Project Operations Branch, P-0, Gross: U.S. \$32,540 per annum, Net: (free of tax) \$22,497 per annum. Applications due in AIA-29 by Sept. 23, 1974. Additional information about duties, salary, benefits and qualifications is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

A SWINGING RADAR ANTENNA . . . Air power is what made the big difference when it came time to move the 2,000 pound radar antenna from the old to the new tower at Boston's Logan Airport. A helicopter from Carson Helicopters, Inc., Perkasio, Pa., plucked the antenna from the old nine story tower and dropped it delicately onto the new 22 floor structure less than five minutes later. Although the hardware was swung from one location to the other in no time at all, the job took a lot of planning ahead of time.

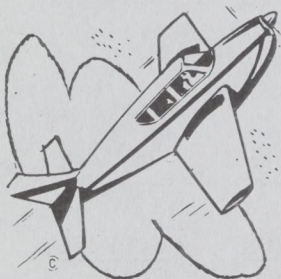
BUTTERFIELD ADDRESSES EAA . . . "I am convinced that most accidents begin before the aircraft's engines are started," declared Administrator Butterfield to members of the Experimental Aircraft Association in Oshkosh, Wis., last month. Butterfield went on to explain FAA's recently-completed 30-day Operation Ground Assist, in which FAA inspectors made a special effort to visit general aviation airports to work informally with ground personnel to improve pre-flight and maintenance procedures. Response to the program, Butterfield said, was mostly enthusiastic. In his speech the Administrator also touched on FAA efforts in collision avoidance, two-way communication with the aviation community and FAA's goal of reducing general aviation accidents by five percent in each of the next two years. He called upon EAA members and all those in general aviation to help FAA achieve that goal.

MEDICAL STANDARDS UP FOR JET CREWS . . . With the coming changeover to an all-jet flight inspection aircraft fleet, medical requirements for FAA crewmembers of agency turbojet aircraft have been raised. The new requirements also apply to non-flight inspection crewmembers of turbojet aircraft based at Hangar 6 in Washington and at NAFEC. Affected are pilots, co-pilots, flight engineers, flight navigators and airborne flight inspection electronic technicians. Among the changes are twice yearly medical exams for pilots and co-pilots (First Class medical certificate) and annual X-ray, cardiogram, hearing and blood tests for most crewmembers.

WOMAN PILOT OKed FOR FOUR ENGINE JET . . . The first woman to meet airline qualification standards as a four-engine turbojet pilot completed training at the United Airlines Denver Training Center recently. Judy Congreve of the Pegasus Travel Club, Middleton, Pa., also passed with flying colors the DC-8 first officer qualification check given by the Denver Air Carrier District Office. United Airlines has a contract to train flight crew members for the Pegasus Club.

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 Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Tex., Family Fun discount coupons \$5.00. Lincoln Plaza Theatre - FAA night Sept. 10th. - "All the Girls Came Out to Play." Fishing licenses available at your EA. FAA business cards - 350 for \$6.50 - 1000 for \$8.00. Post your want ad on the EA bulletin board. Use the EA duplicating machine, \$.10 per copy. Gaslight Theatre - FAA night Sept. 26th - "Barefoot in the Park."

THE WEIGH TO FLIGHT - There's a weigh to fly that doesn't cost much, depending on your weight. The Air and Industrial Kiwanis Club is holding its annual "Family Air Lift" on Saturday and Sunday, September 7th and 8th. The price of the flight is based on poundage for children and hard cash for adults. Children will pay .04¢ a pound (up to a maximum charge of \$4) and adults a flat \$5 per ride. The flights will be from Wiley Post Airport—10 AM to 5 PM on Saturday and from 1 PM to 5 PM on Sunday. Here's your chance to help the Air and Industrial Club's many programs and see Oklahoma City at the same time.



NEW DISHWASHER FOR CAFETERIA - Contractors installing a new dishwasher in the Headquarters cafeteria say they hope it will be in operation Monday, September 9. Meanwhile, those plastic dishes and "silverware" should suffice nicely.

September 5, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: September 11, 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
74-251	Bindery Worker, WG-4402-5	AAC-45	JE-4402
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-252	Coding Clerk, GS-357-4	AAC-250	300-B
	<u>AIRCRAFT SERVICES BASE</u>		
74-176	CANCELLED/EQUIPMENT SPECIALIST (AIRCRAFT), GS-1670-7 Ceiling restrictions.	AAG-800	
	<u>FAA ACADEMY</u>		
74-253	Clerk-Stenographer, GS-312-4	AAC-930	300-2
74-234	Air Traffic Control Specialist (Station - Instruction), GS-2152-11	AAC-931	2152

Employees selected for these positions 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.

	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
74-254	Clerk-Stenographer, GS-312-4	AAC-1000	300-2

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
R. A. Sloan	ATC Specialist (Terminal-Inst.)	AAC-930	74-3
Daniel W. Rusk	ATC Specialist (Center-Inst.)	AAC-930	74-26
Joyce Spires	"	"	"
Alfonso Melendez	Supv. Electronics Engr. (Inst.)	AAC-940	74-50
Harvey B. Gray	Electronics Technician (Inst.)	AAC-940	74-51
Irene Phelps	Conveyance Examiner	AAC-252	74-118
Ermie D. Colvard	Supv. Electronics Technician	AAC-830	74-119
James W. Newman	Planning Specialist	AAC-6	74-131
Billy P. Mangum	Supv. Applications Examiner	AAC-260	74-174
Stanley Johnson	Computer Operator	AAC-340	74-186



AERO CENTER intercom

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ASST. DOT SECRETARY

Robert H. Binder of Washington, D.C. has been appointed Assistant Secretary of Transportation for Policy, Plans and International Affairs. He was appointed Deputy Assistant Secretary of Transportation for Policy and International affairs in Oct. 1970

After joining the department in June 1969 as Director of the Office of International Transportation Policy and Programs.

INSTANT REPLAY

If you missed the story on FAA homebuilts, "Those X-rated Birds" that appeared in the April issue of FAA WORLD, you can catch up with it in the August issue of Sport Aviation, which is publishing a reprint of the WORLD story. Sport Aviation is the official magazine of the Experimental Aircraft Association.



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

SAFETY AWARENESS RAISED

'GROUND ASSIST' RESULTS GOOD

Administrator Butterfield said last week he is pleased with the "positive feedback the agency has received from the general aviation personnel visited" by FAA inspectors during Operation Ground Assist, a 30-day safety campaign which ended July 15. During the campaign, FAA Flight Standards inspectors contacted 54,957 private and business pilots and inspected 8,176 aircraft. Visits to selected general aviation airports were made to raise the level of safety consciousness among pilots, mechanics, instructors, airport managers, FAA field personnel and others concerned with general aviation. The emphasis was on candid discussion and learning how to spot deficiencies on the ground before they could become problems in the air. During the project, deficiencies affecting 1,480 pilots and 2,438 aircraft were discovered. Butterfield also noted that reduction in the general aviation accident rate for fiscal year 1974 was more than the agency's goal of five percent.

CSC EXEC DEVELOPMENT ON

For the second year the Federal Executive Development Program has been announced. The Civil Service Commission is sending announcements and applications to all GS-15s in their computer file. Interested GS-15s who do not receive this information can contact their operating personnel office. Applications must be forwarded, thru channels, to TAD-14 by Sept. 20. AAC-14 will forward applications upon request. The one-year training program was conceived as a means of providing opportunities for selected career managers at the GS-15 level (or its equivalent in other salary systems) to prepare for executive responsibilities in the Federal service through a combination of training, intra- and inter-agency developmental work assignments and other appropriate experiences.

SELECTION SYSTEM STARTS WITH BANG . . . Judging from the initial response, the new Flight Standards program for selecting key personnel is starting off with a bang. Almost 400 eligible candidates applied for positions listed in the first FS Key Selection System announcement. Under the new system, a general announcement covering all Flight Standards GS-15 supervisory positions was issued instead of individual vacancy announcements. Applicants approved by special national panels will be placed on special registers for consideration as specific vacancies occur. The assessment of candidates will be conducted at various locations throughout the country in order to minimize travel requirements. Training of the first group of assessors, who will begin assessing candidates in the Los Angeles and Oklahoma City areas on Sept. 9, is currently underway at Fort Worth.

OKEFENOKEE SERVICE . . . To help protect pilots flying over the forbidding Okefenokee Swamp in Southeast Georgia, the agency inaugurated the new "Okefenokee Reporting Service," on Sept. 1. The service, which will provide almost immediate search and rescue service for downed pilots, is available to all pilots operating under visual flight rules and not just to those who have filed a VFR flight plan. Here's how it works: a pilot requests the service by radio from the Alma or Brunswick, Ga., or Jacksonville, Fla., flight service station and then reports to one of these facilities at least every 15 minutes. When the pilot doesn't report or answer calls, search and rescue service is initiated immediately through Scott (Ill.) Air Force Base, a clearing center for air-sea rescue.

OCEANIC COMMUNICATION NEEDS STUDIED . . . The agency has awarded an \$81,000 contract for a study of future aeronautical communications requirements for oceanic flights to ARINC Research Corp. of Annapolis, Md. The study will define the quantity of air traffic control and airline company messages to be handled by improved communication systems, including satellites, and determine the best method--voice or data link--for handling each kind of message. Other tasks include an assessment of various cockpit input devices to facilitate message handling. The study is expected to affect the planning for the experimental AEROSAT program and any follow-on operational satellite system. AEROSAT is an international cooperative venture that will use two satellites to test, evaluate and demonstrate improved aircraft communications and surveillance on Atlantic flights.

MBA PROGRAM = The August 14, 1974, INTERCOM stated that 42 employees had indicated their interest in the program. We now have 55 employees who are interested. We are reminding you that a meeting will be held in the Headquarters Auditorium, room 129, at 11:15 a.m. Thursday, September 12, 1974. At that time OCU staff members, Dr. Traxler, Dean of the College of Business Administration; Dr. Watson, Director of Graduate Studies, and Connie Mack McCoy, Director of Admissions, will be available to describe the program and answer questions.

HAZARDOUS MATERIALS CONFERENCE . . . A two-day public conference on the transportation of hazardous materials by air will be sponsored by DOT in Washington, D.C., Oct. 2-3. Officials of FAA and the Department will outline the scope of present regulatory programs and discuss problems in the shipment of hazardous materials. The second day will feature a panel discussion among the officials. The conference is intended to explore possible new regulatory measures to prevent unsafe conditions when hazardous materials are shipped aboard aircraft.

NATIONAL AWARD GIVEN . . . The agency's National Award for Extraordinary Service was recently presented to Mr. and Mrs. Forrest Hardt of Ritzville, Wash., for saving a pilot from a burning airplane. The award, consisting of a plaque signed by Administrator Butterfield and gold medals, was presented by Northwest Regional Director C. B. Walk, Jr., at luncheon meeting of the International Northwest Aviation Council in Coeur d'Alene, Idaho, on Aug. 22.

BORDERLINE CASE . . . On a flight inside Canada with his wife and daughter aboard, the pilot of a single engine plane became lost in thunderstorms and called the Houlton, Me. FSS for help. During the next 40 tense minutes, specialists Wayne Kenney and Arthur Bourget plotted the aircraft's position with pinpoint accuracy to guide it around the storm cells and into Houlton airport for a safe landing. Happy to be on the ground again, the pilot and his family went through customs and then visited the FSS to shake the hands of Kenney and Bourget. During the month of August 1974, 251 flight assists were reported--132 by flight service stations, 80 by towers and 39 by centers. There were a total of 397 people reported on board the aircraft involved. The primary causes for the assists included 150 lost pilots, 37 low on fuel, 39 involved in weather and 56 with some type of equipment malfunction.

COMMON "I" AT NAFEC . . . A full scale mockup of a proposed New York Common IFR Room has been built at NAFEC. The mockup of the facility to be built at the former Mitchel Field site on Long Island includes 40 full-size consoles fabricated of wood strips and core-form cardboard and installed in "real life" positions for the review and possible adjustment by Eastern Region air traffic and airway facilities personnel. Eastern Region office personnel, groups of working controllers and technicians from the New York TRACON are expected to visit the mockup sometime this month, and the analysis is scheduled to be finished by October.

PROHIBITED AREAS NULLED . . . The agency last week rescinded the prohibited areas surrounding the Key Biscayne and San Clemente retreats of former President Nixon. This is a routine procedure when a President leaves office. It was done at both President Johnson's Texas ranch and President Eisenhower's Gettysburg farm when they retired to private life.

September 11, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: September 18, 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
74-257	Mail Clerk, GS-305-4	AAC-45	300-B
<u>PLANT ENGINEERING DIVISION</u>			
74-258	Air Conditioning & Heating Equipment Operator, WG-5401-7	AAC-55	JE-5401
<u>FAA DEPOT</u>			
74-259	Electro-Mechanical Equipment Repairer, WG-2801-11	AAC-440	JE-2801
<u>FAA ACADEMY</u>			
74-260	Computer Programmer (Instruction), GS-343-12	AAC-930	334
<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>			
74-154	CANCELLED/MECHANICAL ENGINEER, GS-830-13 Position filled by reassignment.	AAC-1020	
74-240	General Engineer, GS-801-14	AAC-1000	800

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: September 30, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-27	Electronics Technician (Avionics), GS-856-11	LAX FIFO	856

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Christopher Adams	Painter	AAC-55	74-137
Kirbie L. Green	Electronics Technician (Radar)	AAC-440	74-187
Bernard G. Winton	"	"	"
Norma D. Barnett	Secretary (Stenography)	AAC-250	74-199
Gayle Shropshire	Quality Assurance Specialist	AAC-450	74-203
Patricia R. Caven	Clerk-Typist	AAC-932	74-215



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WHEELCHAIRS & WINGS

Flight training of paraplegics in a unique program supported by the Richmond GADO will be featured in a segment of the NBC television show "Today" scheduled for this Thursday, Sept. 19, between 7 and 7:30 a.m. EDT. Appearing on the show are Jim Riley, principal operations director, and GADO chief Jim Newell, as well as several student pilots. Scenes include ground school through flight training, which is provided by local fixed base operators.

BUTTERFIELD ON TV

A film which features Administrator Butterfield detailing 10 ways to conserve fuel will be broadcast as part of the Aviation Weather program on the Public Broadcasting TV Network this week. For the date and time of the program in your region consult the local TV schedule.

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

ATC PROCEDURES TO BE COORDINATED

U.S., MEXICO CONCUR ON AIRSPACE

An agreement providing for coordination of air traffic services for aircraft operating adjacent to the common boundary of Mexico and the U.S. was concurrently announced by aviation officials in Washington and Mexico City recently. The document was signed by Administrator Butterfield for the U.S. and by Ing. Jose Rodriguez Torres, Director General de Aeronautica Civil, for Mexico. Under the provisions of the agreement which culminates more than 15 years of negotiations, ATC facilities in six neighboring pairs of cities on opposite sides of the border are authorized to enter into "letters of agreement," setting forth communication requirements for special flight procedures and methods of coordination to be followed at each location. This will allow controllers on both sides of the border to direct aircraft into specific patterns, secure in the knowledge that the neighboring facility is not sending aircraft into the same airspace at the same altitude.

POSTMARK COMMEMORATES NEW TOWER

In conjunction with the commissioning of the new air traffic control tower at the Olympia, Wash., airport, the local post office plans to cancel envelopes with a special pictorial postmark depicting the new structure. The cancellation, which will be used for one day on October 27, 1974, was designed by Don Kelsey who recently retired from his job as an airway facilities technician in the Olympia Sector. Kelsey, who is also president of the local philatelic society, will help FAAers get copies of the postmark. Those who wish to have one may send stamped envelopes to him at 521, S. Milroy St., Olympia, Wash. 98502. The tower, which will go into operation on September 16, 1974, is the first to be built at the state capital airport.

GETTING CLOSER TOGETHER . . . The minimum separation distance for simultaneous Instrument Landing System (ILS) approaches to parallel runways will be reduced effective Oct. 1, 1974, the agency announced recently. Reduction will be from 5,000 feet to 4,300 feet. The change will allow existing airports to add parallel runways when they are needed to handle increasing traffic at lower land cost and at a lower level of noise impact. The change is a result of a study, which included flight simulation at NAFEC, begun in 1969 to determine if the separation distance could be safely reduced.

COMSAT SELECTED FOR SATELLITE PROGRAM . . . The Communication Satellite Corp. (COMSAT) has been selected by the European Space Research Organization (ESRO) to be the U.S. co-owner of the AEROSAT satellites. To be built and operated by COMSAT, the satellites will be owned by ESRO, Canada and the U.S. company. They will be leased by the U.S. Government and used for improved air traffic control and communication over the North Atlantic. The first of the operational Geo-stationary orbit satellites is due to be launched in late 1977 or early 1978.

LANDMARK'S NAME CHANGED . . . The King County, Wash., Council has officially changed the name of Boeing Field International Airport to King County International Airport. Effective August 19, 1974, radio contacts with the tower began to be prefaced with "King County" instead of "Boeing Field." The Ordinance announcing the change says that the alteration was felt necessary "because of confusion concerning ownership and operation of the airport." Use of the old and new names will be permitted during a two-year transition period. FAA stationery, envelopes and other materials bearing the old name will continue to be used until the supply is exhausted, Northwest Region Logistics advises. This is particularly pertinent since Northwest Regional headquarters is at "Boeing Field," or should we say "King County International Airport."

LAST CALL FOR ANNUAL LEAVE . . . Public Law 93-181 signed on December 14, 1974, focuses specific attention on the long-standing employees' and supervisors' mutual responsibility to plan and schedule the use of annual leave throughout the year. It has long been FAA policy to avoid leave forfeiture by encouraging the planning and scheduling of annual leave early in the leave year. The scheduling of leave is so important that the new law makes it a prerequisite to the restoration of annual leave to a separate leave account. Supervisors and employees are reminded to be sure to schedule and use annual leave that may be subject to forfeiture at the end of the leave year.

September 18, 1974

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CREDIT UNION IS MOVING to a new location in the Headquarters Building - Room 145.

The move is scheduled for the weekend and will not require closing during normal working hours. September 30, 1974, is the day the new offices will open for business. This is in the north wing of the Headquarters Building just next to the Employees Association. Open House will be held in conjunction with International Credit Union Week, October 14-18.

SO DON'T FORGET ROOM 145 - SEPTEMBER 30, 1974

6 1/2% (5 1/2% plus 1% bonus) Dividend was declared by the FAA Employees Credit Union Board of Directors for the 3rd Quarter of 1974. The Credit Union Manager, Everett Swearingin, stated that "the increase in dividends was due mainly to higher yield on short term investments during the tight money period and that 4th Quarter earnings should do as well if not better."

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal, 2 years: PC-23/74 Technical Officer, Communications, P-4 Gross: 22,680 per annum, Net: (free of tax): 16,542 per annum. Communications Section, Ground Branch, Air Navigation Bureau. Applications due in AIA-29 by 10/18/74. Dakar, PC-22/74 Language Officer (Interpreter/Translator), P-3, Gross: 18,410 per annum, Net: (free of tax): 13,766 per annum. Paris, PC-20/74 Language Officer (Interpreter/Translator), P-3, Gross: 18,410 per annum, Net: (free of tax): 13,766 per annum. Applications due in AIA-29 by 10/18/74 for PC-22/74 and 10/11/74 for PC-20/74. Additional information about duties, salary, qualifications, and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TALKING TOGETHER PAYS OFF . . . The weekly Telecon (telephone conference) between the Office of Labor Relations and the Labor/Management students at the Management Training School in Lawton, Okla., has proved to be a great success. Started last April, it has been so well received both in Washington and at the MTS that it has become accepted as a standard feature of the course. According to Labor Relations officials, the questions from the students have been perceptive and provocative. Also, the interplay has been useful to ALR staff as well as to the conferees in Lawton.



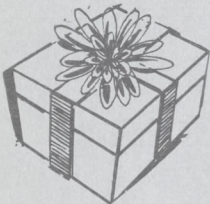
CIVIL RIGHTS COMMITTEE - This is one in a series of articles that you will be receiving designed to keep you informed on Civil Rights Committee matters. As you know, the Civil Rights Committee has been a functioning organization for more than 2 years and takes pride in its contributions to the Civil Rights Staff and other supervisory and management officials. Recently, Mr. William T. Merritt, AAC-942C was appointed as the new chairman and six new committee members were selected replacing six members whose time had expired. The EEO Committee serves to:

1. Provide another channel whereby ideas may be interchanged through interaction.
2. Improve communication between employees and management.
3. Be a sounding board for discussion of problems on an informal basis without constraint of regulations.

The new committee members are as follows:

<u>NAME</u>	<u>ROUTING SYMBOL</u>	<u>EXTENSION</u>
John Farley	AAC-941B	2410
Earl Winford	AAC-45A	4665
Beatrice Hazley	AAC-30	4337
Karroll Hayes	AAC-60	2527
Ray L. Wofford	AAC-56	2686
Lenora M. Francis	AAC-491	2743
Vina (Vi) Haynes	AAC-489A	2491
Henry E. Howard	AAC-442.1A	4491
James Perry	AAC-351	2241

DRAWING FOR PRIZES - The Employees Association will hold a drawing on Thursday, Sept. 19 to award prizes which were to have been given at the annual picnic. The picnic had to be cancelled this year as announced earlier. The drawing will be at the Headquarters cafeteria at 1:30 p.m.



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 Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Tex. Gaslight Theatre - FAA night Sept. 26th. - "Barefoot in the Park." Family Fun discount coupons \$5.00. Post your want ad on the EA bulletin board. Use the EA duplicating machine, 10¢ per copy.

FTS TELEPHONE NUMBER CHANGE, NEW ORLEANS, LOUISIANA - Please make the following changes to your Federal Telephone Users Guide, effective September 23, 1974. The current prefix 527 is being changed to 589.

New Orleans	504-589-2611
Department of Interior	504-589-3011
VA Hospital	504-589-5811



September 18, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: September 25, 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 promotion will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-262	<u>MANPOWER DIVISION</u> Staffing Clerk (Typing), GS-203-4	AAC-14	203
74-263	<u>ACCOUNTING DIVISION</u> Payroll Clerk, GS-544-5	AAC-24	500
	This position has promotion potential to GS-6 without further competition.		
74-251	<u>ADMINISTRATIVE SERVICES DIVISION</u> CANCELLED/BINDERY WORKER, WG-4402-5	AAC-45	
	Position filled by reduction-in-force placement.		
74-264	<u>PLANT ENGINEERING DIVISION</u> Air Conditioning & Heating Equipment Operator, WG-5401-9	AAC-55	JE=5401
74-213	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u> CANCELLED/SUPERVISORY CONVEYANCE EXAMINER, GS-963-8	AAC-250	
	Position filled with repromotion priority candidate.		
74-265	Clerk, GS-301-4	AAC-260	300-B
	This position requires specialized experience in processing or examining written examinations.		
74-266	<u>FAA DEPOT</u> Inventory Management Specialist, GS-2010-7	AAC-480	2000
74-267	<u>AIRCRAFT SERVICES BASE</u> Engineering Technician, GS-802-4	AAC-800	802
74-268	Supervisory Production Controller, GS-1152-12	AAC-840	1152

September 18, 1974

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PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>			
74-269	Technical Information Specialist (Engineering), GS-1412-5	AAC-1000	1412
This position has promotion potential to GS-7 without further competition.			
74-270	Civil Engineering Technician, GS-802-12	AAC-1000	802-1

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Robert P. Sartain	ATC Specialist (Center - Inst.)	AAC-930	74-26
Allan W. Hunting	Supv. General Aviation Operations Specialist (Instruction)	AAC-950	74-156
Frankie R. Collier	Teletypewriter Repairer	AAC-440	74-223
Ernest L. Staton	"	"	"
Vernon L. Parker	Electronics Technician (NAS)	AAC-440	74-189
Frank J. Whitfield	"	"	"
Jerry F. Hastings	Electronics Technician (Test Equip.)	AAC-440	74-205
Earnest Reece, Jr.	Applications Examiner	AAC-260	74-221
Mildred N. Rice	"	"	"
Kermece M. Willson	"	"	"
Brenda M. Sanders	Secretary (Stenography)	AAC-203	74-225
Evangeline Mobley	Clerk-Typist	AAC-24	74-226
Robert Combs, Jr.	Air Conditioning & Heating Equipment Mechanic	AAC-55	74-227
Ronnie J. Mauldin	Air Conditioning & Heating Equipment Mechanic	AAC-55	74-227
Alice Jones	Secretary (Stenography)	AAC-410	74-230
Carol Lowell	Secretary (Stenography)	AAC-1000	74-233
Judith A. Morris	Procurement Clerk (Stenography)	AAC-70	74-243
Everett C. Elrod	Air Conditioning & Heating Equipment Operator	AAC-55	74-244
Karl Forehand	"	"	"
Odis Fulton	"	"	"
William Mouser	"	"	"
David Owen	"	"	"
John Rains	"	"	"
Sonja O. Key	Clerk-Stenographer	AAC-240	74-250
Louis Ablaca	Aircraft Mechanic Foreman	LAX FIFO	FINFO-74-13
Warren G. Howard	Airspace System Inspection Pilot	AFS-500	FINFO-74-19
Jack D. Mitchell	"	"	"



AERO CENTER intercom

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

74-39 September 25, 1974

1974 CFC LAUNCHED

Administrator Butterfield launched the 1975 combined Federal Campaign last week when he appealed to all FAAers to take time out to think of "those less fortunate than ourselves--the sick, the disabled and the poor."

The Administrator also strongly endorsed the idea of a single annual charity drive for Federal employees. During a kickoff meeting for the Washington Headquarters campaign, Deputy Administrator Dow said that FAA employees have proven time and again their ability to respond for the good of others. He added, "Now is the time to pull together as individuals and as a group to do our very best to make our assigned goal and come as close to 100% participation as possible."

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COMBINED FEDERAL CAMPAIGN KICKED OFF

The annual kick-off meeting for CFC Coordinators was held Monday, September 23, in the Director's Briefing Room. The campaign officially runs from September 30 through November 6. Pictured above, from left to right, are Cal Davenport, Deputy Director, John Hall, Executive Officer, and Thomas Creswell, Director, making out their contributions to the Combined Federal Campaign.

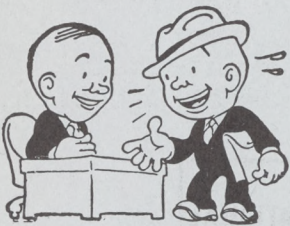


PAY RAISE OKED - On September 19 the Senate approved the October pay raise by a vote of 64 to 35. This means the hike will go into effect without further action by the House of Representatives. For FAA employees, the pay raise will be effective on October 13, 1974. The amount of the raise has not been determined, but is expected to approximate the 5.52 percent recommended to the President by the Civil Service Commission and the Office of Management and Budget.

NEW APPEAL SYSTEM IN EFFECT = ALL MAJOR ACTIONS GO TO CSC = A new system for appealing major adverse personnel actions went into effect this month. Under the new system, effective September 9, 1974, major adverse actions may be appealed not to the FAA but to the Federal Employee Appeals Authority (FEAA) within the Civil Service Commission. The decisions of this authority will be final except under very unusual circumstances as, for instance, when new evidence is uncovered. This new single-level system (CSC only) is expected to cut the average time for final decisions of employee appeals from about 300 days to 90 days or less. Another feature of the new system is the requirement that all proposed major adverse actions within the agency be reviewed by a higher level authority before a final decision is made. Major adverse actions include removal from duty, suspension for more than 30 days, furlough without pay and reduction in pay or rank. The Office of Labor Relations has prepared a videotape on the new system, which is being used in field briefing sessions.

NEPOTISM - The Aeronautical Center Nepotism Policy (AC3300.1D) places some limitations on the hiring and assignment of close relatives. Employees are reminded that they should advise AAC-14 on FAA Form 3300-9 when their status changes with respect to another Aeronautical Center employee who is or becomes a close relative.

EEO COUNSELORS - Several changes have been made in the Aeronautical Center EEO Counselor coverage recently, and the EEO Counselor poster which is displayed on all Center official bulletin boards is no longer current. Until the poster is updated, employees may contact the following EEO Counselors:



Mary James	AAC-74B	2763
Betty Flinta	AAC-251B	2282
Henry Howard	AAC-442A	4491
Frank Parr	AFS-560	4164
Ira Thomas	AAC-943A	4520
Lee W. Peterson	AAC-931A	4461
Al Mitchell	AAC-500 (MTS)	405-253-6311

One gift does it all - Combined Federal Campaign

MORE AUTOMATION COMES TO ARTCCs . . . Five enroute centers have gone or are scheduled to go operational with Radar Data Processing this month, bringing the total to 11. The Operational Readiness Demonstration (ORD) was successfully completed at the Memphis Center on Sept. 3, at the Seattle Center on the 4th and the Denver on the 16th. ORD's also are scheduled for Jacksonville, September 24, and Chicago, September 30. This computer-based system electronically writes out aircraft altitude and identity directly on the radar screen for controllers to read. This equipment already has been commissioned at six other centers: Los Angeles, Kansas City, Cleveland, Oakland, Fort Worth and Indianapolis.

THANKS FOR THE MEMORIES . . . Multi-millionaire (before taxes) Evel Knievel isn't a man to forget his friends on the way up... or on the way down either. After his well-publicized jump across the Snake River Canyon fizzled, he commended FAAers involved in traffic control at the launch site. "I don't know what the FAA thinks of me...but I think a helluva lot of you guys," Knievel said. FAA set up a temporary tower at Twin Falls, Ida., patrolled the area and handled twice the usual heavy-day traffic at the nearby Burley, Ida., FSS. Pilots and newsmen alike praised the FAA people involved for the job they did, but best of all, the "Snake River Jump" team's final report closed with "No aviation accident or incident."

PRODUCTIVITY UP AT FAA . . . FAA, as one of the participating agencies in the Federal Productivity Measurement Project, provides data each year which ultimately is used by the Bureau of Labor Statistics to compute a Government-wide productivity index. The Bureau uses FY 1967 as the base year index of 100. Since that time, the overall Federal Sector has averaged a 1.7% annual gain, while the agency has averaged a 4% gain. Data recently submitted to the Office of the Secretary of Transportation indicates that FAA's productivity index increased from 128 in FY 1973 to 129 in FY 1974.

TIME TO TAKE A FLIGHT CHECK . . . The agency is reminding the nation's pilots that they must comply with the new biennial flight-review requirement by November 1 in order to act as pilot-in-command of an aircraft. New FAA rules prohibit anyone from acting as pilot-in-command unless he or she has satisfactorily completed a flight review within the preceding 24 months from a certificated instructor or other person designated by FAA. The flight review is designed to provide an appraisal of a pilot's flying ability and assistance in correcting any deficiencies.

PATCO AFFILIATES WITH ITF . . . The Professional Air Traffic Controllers Organization (PATCO) has withdrawn from membership in the International Federation of Air Traffic Control Associations (IFATCA) effective Sept. 1, 1974, and is now affiliated with the International Transport Workers' Federation (ITF), which represents transport workers' unions in almost every country of the free world.

TESTING FIRE SAFETY . . . A reimbursable agreement to continue various aircraft fire-safety development and evaluation tests for the Air Force and Army was signed by the NAFEC director recently. The development and testing is being done specifically for the USAF Aero Propulsion Laboratory at Wright-Patterson AFB and the U.S. Army Ballistic Research Laboratory at Aberdeen Proving Ground, Md. Under the agreement, NAFEC will investigate aircraft fire hazards; test new fire detection and extinguishing systems; examine design methods for increasing the resistance of powerplants, cargo bays and inhabited spaces to fire; and evaluate concepts for reducing the vulnerability of aircraft fuel systems to gunfire. The agreement covers three years at \$125,000 a year.

WATCH THAT GROUND . . . A rule requiring the installation of ground-proximity warning systems to alert pilots to potential terrain hazards was proposed recently by the agency for all large turbine-powered aircraft operated by the airlines, air travel clubs and air taxi operators. The equipment would automatically provide pilots with simultaneous visual and aural warnings of any terrain hazards when the aircraft is below 3,000 feet AGL. The warnings would be issued continuously while the hazard existed. Operators would be given 18 months after the effective date of the adopted rule to have the system in use.

OPERATION GROUND ASSIST REVISITED . . . A recent issue of INTERCOM short-changed the FAA inspectors involved in Operation Ground Assist by reporting that they checked over 8,176 aircraft during the 30-day safety program which ended July 15. Well, now the late returns are in from the outlying districts, and the actual figure turned out to be three times that originally reported--28,309 to be exact.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal--2 years PC-19/74 Language Officer (Translator), P-3 Gross: \$18,410 per annum, Net (free of tax): \$13,766 per annum. PC-24/74 Language Officer (Interpreter/Translator), P-3 Gross: \$18,410 per annum, Net (free of tax): \$13,766 per annum. PC-25/74 Language Officer (Interpreter/Translator), P-4 Gross: \$22,680 per annum, Net (free of tax): \$16,542 per annum. French Section, Language Branch, Bureau of Administration and Services. Language requirements for above positions: French mother tongue or the language used for the purpose of education. Demonstrated ability to interpret into French from English and Russian. Ability to interpret also from Spanish would be an asset. Ability to write French translations, with a thorough knowledge of syntax and stylistics. A profound knowledge of English and Russian is essential and a sound working knowledge of Spanish would be an asset. Applications due in AIA-29 by 10/11/74 for PC-19/74 and 10/19/74 for PC-24 and 25/74. Additional information about duties, salary, qualifications and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

ACCESS TO AERONAUTICAL CENTER BUILDINGS DURING NON-DUTY HOURS

Employees who enter Aeronautical Center buildings during non-duty hours should use an outside door marked SPECIAL ENTRY. Notify the Security Control Center at ext. 2213 upon entering and leaving a building. Direct telephone lines are available in several major buildings for this purpose. Employees who have been authorized and issued keys are considered to have a standing authorization for building access. If keys have not been authorized and issued, admittance to Aeronautical Center buildings during non-duty hours will be permitted only if notification from the Division Chief to AAC-90 is received in advance. Keys may be checked out on a temporary basis from the security officer on duty in the Headquarters building lobby. Employees are asked to cease the practice of asking custodial personnel to open doors. Custodial personnel have been instructed not to respond to such requests. If access is authorized and a key is needed, check with the security officer.



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 Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Tex. Gaslight Theatre - FAA night Sept. 26th. "Barefoot in the Park." Season tickets for Theatre Center - Oct. thru April - \$22.50. Family Fun discount coupons \$5.00. Post your want ad on the EA bulletin board. Use the EA duplicating machine - 10¢ per copy. Quail Twin Theatre tickets - "That's Entertainment" - \$2.00.

a Fact!

Frank B. Woods, who was present when the Wright brothers made their historic flights at Kitty Hawk, North Carolina, on December 17, 1903, was interviewed long afterward. He recalled that occasion in these words: "I rode down with Barney Oldfield. It was a bitter cold day with a high wind. We stood around awhile watching the boys. Then I went back to the Coast Guard station to get warm, and missed the third flight. Barney and I agreed that the airplane was a novelty, but would never amount to anything."

September 25, 1974

-6-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: October 2, 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 announcement 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 promotion will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-272	<u>AERONAUTICAL CENTER COUNSEL</u> Secretary (Stenography), GS-318-5	AAC-7	318
74-273	<u>PROCUREMENT DIVISION</u> Procurement Clerk (Typing), GS-1106-4 This position requires a qualified typist.	AAC-70	1106
74-274	<u>DATA SERVICES DIVISION</u> Computer Operator, GS-332-9 This position involves working rotating shifts.	AAC-340	332
74-268	<u>AIRCRAFT SERVICES BASE</u> CORRECTION/SUPERVISORY PRODUCTION CONTROLLER, GS-1152-12 Corrected to show location as AAC-850.	AAC-850	1152
TSI-74-10	<u>TRANSPORTATION SAFETY INSTITUTE</u> CANCELLED/LIBRARY TECHNICIAN, GS-1411-7	TES-15	

Position filled with professional librarian from Civil Service Commission register.

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: October 9, 1974

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-32	Airspace System Inspection Pilot (Procedures), GS-2181-12	ACY FIFO	2181

This position has promotion potential to the GS-13 level without further competition.



AERO CENTER intercom

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

SEPTEMBER 26, 1974

SPECIAL EDITION

ON SEPTEMBER 30, 1974, WE WILL LAUNCH THE 1974-75 COMBINED FEDERAL CAMPAIGN AT THE AERONAUTICAL CENTER.

THE GREATER OKLAHOMA CITY UNITED APPEAL, THE NATIONAL HEALTH AGENCIES, AND THE INTERNATIONAL SERVICE AGENCIES DEPEND ALMOST ENTIRELY ON THIS ONE ANNUAL ON-THE-JOB COMBINED DRIVE TO SUPPORT THE MANY WORTHWHILE AND NEEDED PROGRAMS THEY SPONSOR. BECAUSE OF THIS, I ENCOURAGE YOU TO

CAREFULLY CONSIDER THE AMOUNT OF YOUR CONTRIBUTION. IN DOING SO, PLEASE KEEP IN MIND THAT YOUR ONE GIFT COVERS ALL CONTRIBUTIONS TO ALL CHARITABLE AND HEALTH AGENCIES FOR AN ENTIRE YEAR. INSTEAD OF MAKING YOUR CONTRIBUTION IN A LUMP SUM PAYMENT, YOU MAY SPREAD THE TOTAL AMOUNT OVER 26 PAY PERIODS NEXT YEAR BY USING THE PAYROLL WITHHOLDING METHOD OF PAYMENT. I URGE YOU TO CONSIDER USING THIS EASY PAYMENT PROCEDURE.

THERE IS A VERY GOOD NEW FILM THIS YEAR WHICH WILL BE SHOWN IN THE HEADQUARTERS AUDITORIUM ON FRIDAY, SEPT. 27. ALL EMPLOYEES MAY BE EXCUSED FROM DUTY TO ATTEND. THE TIMES FOR THE FILM SHOWINGS ARE:

A.M.	9:00	9:30	10:00	10:30	11:00
P.M.	1:00	2:00	3:00	3:30	4:00

AGAIN, PLEASE GIVE AS GENEROUSLY AS YOU CAN. WITH YOUR USUAL

EXCELLENT RESPONSE, WE CAN TRULY SAY "THANKS TO YOU, IT'S WORKING."

Thomas J. Creswell
THOMAS J. CRESWELL

DISTRIBUTION: C-7

PUBLIC AFFAIRS OFFICE, AAC-5



AERO CENTER intercom

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

74-40 October 2, 1974

NEW LOGISTICS POST FILLED

William F. Woodbury, formerly assistant chief of the contracts division, has been picked to fill the new post of Logistics Liaison Officer. He will report to the Logistics Service director and develop and maintain interface programs with non-government organizations and interests. The main thrust is to improve relationships between LG acquisition activities and industries and associations doing business with FAA.

GATEWOOD FINDS GATEWAY

"It seemed that almost everyone I contacted within the ATC structure... was so helpful, courteous and proficient..." Emmette T. Gatewood, Jr., private citizen who made a cross country flight this summer, said it. He went on to praise ATC specialists at the Salt Lake Center, Buffalo, N.Y. FSS, New York Center, and last but not least, "the homey but professional advice by the FSS briefer at Rock Springs, Wyo. All in a day's work, Mr. Gatewood, and thanks.

MOST MODERN

40 AIRPORT RADARS ORDERED

FAA has ordered 40 units of the most modern airport surveillance radar system available. Texas Instruments, Inc., Dallas, received the contract for \$17.166 million. The ASR-8 radars incorporate advanced features such as expanded low angle coverage, a klystron transmitter tube for double the power output, solid-state design and modular construction for ease of maintenance. The radar systems will be installed at high and medium density airports, including those serving Detroit, Seattle, Dallas, Pittsburgh, Cleveland, Minneapolis, Miami, Memphis and Kansas City. One system will be installed at the Aeronautical Center for training and one at NAFEC for continuing research and development. Delivery of the first system is scheduled for July 1975, with the next four in the following two months and the remainder at a rate of three per month.

INJURY COMPENSATION IMPROVED

A bill broadly liberalizing Federal employee injury compensation benefits was signed into law by President Ford on Sept. 7. Certain provisions became effective immediately, while others are effective later. Among the law's provisions: • Employee guaranteed same or equivalent job if he or she returns to work within one year; • Permits total disability compensation to employee taking vocational rehabilitation; • Women employees get same rate of compensation, even if husband not wholly dependent; • Coverage extended for services of dentists, podiatrists, clinical psychologists, chiropractors; • Assures full credit during compensation period

(Continued on page 2)

INJURY COMPENSATION IMPROVED (Continued from page 1) . . . for length of service, in-grade step increases, retention, and annuity computations; • Employee can choose physician, hospital; • Employee may be compensated for loss of use of certain internal organs; • Coverage extended to replacement or repair of prosthetics; • Allows 30 days instead of 48 hours for Notice of Injury Report; • Increases compensation rate to widows, widowers and orphans. The Civil Service Commission is currently revising its regulations in accord with the law, and FAA will update its own guidelines to personnel managers in the near future.

AEROSAT GETS OFF THE GROUND . . . Preliminary flight tests for the AEROSAT project got underway over the Atlantic Ocean this month with the participation of FAA's four-engine KC-135 and aircraft from the Europeans and Canadians. AEROSAT is the international cooperative development of oceanic air traffic surveillance and communications. Current tests are using the NASA satellite, ATS-6, to gather data before prototype AEROSAT satellites are used later in this decade. Tested will be different modulation techniques for sending voice and data radio messages through a satellite to the ground from aircraft; various antenna designs; and problems caused by reflection of signals from the ocean's surface. Later tests will determine how accurately two satellites can find an aircraft's position independently of the aircraft's navigation systems. Flight tests will be made intermittently until next March.

"FLIGHT 52" GOES OVERSEAS . . . FAA's colorful new film about air traffic control, "Flight 52," has been chosen by the U.S. Information Agency for presentation at three overseas events this fall. It will be shown at the First World Transportation Exposition in Ecuador, the 16th International Documentary and Short Film Festival in Spain and the 9th International Short Film Festival in Argentina.

NATIONAL FIELD OFFICE DIRECTORY . . . An updated edition of the National Field Office Directory has been prepared and will be distributed very shortly. Through an oversight the actual directory and the order which describes and implements the directory system were issued with identical titles. In order to correct this error, holders of the implementing directive, Order 1100.104A, should make a pen and ink change in the title by adding the word "System" so it reads "National Field Office Directory System." This change will be reflected in future issuances of the Directives Checklists.

CANCELLATION OF ORDER 6050.6 . . . The Airway Facilities Service announces the cancellation of Agency Order 6050.6, Frequency Assignments for VHF Receive-only Channels, dated 5/27/65. Order 6050.26, Flight Service Station Very High Frequency (VHF) Radio Frequency Flow and Designation of a Common Receive-only Tower Frequency, makes obsolete the above-mentioned Order. This cancellation will appear in the cancelled section of the next Directives Checklist.

REGIONAL AF SECTOR WINNERS NAMED . . . Regional Airway Facilities Sector of the Year winners for FY '74 have been named in two categories: general National Airspace System sector and air route traffic control center sector. Regional winners become nominees for national awards in each category, to be announced in November or December. Awards were based on availability and reliability of facilities; use of manpower, personnel management; safety; labor-management relations; and handling of unusual problems. And the winners are:

<u>REGION</u>	<u>GENERAL NAS SECTOR</u>	<u>ARTCC SECTOR</u>
New England	Boston, Mass.	Boston ARTCC
Eastern	Du Bois, Pa.	New York CIFRR
Southern	Jacksonville, Fla.	Atlanta ARTCC
Great Lakes	Columbus, Ohio	Cleveland ARTCC
Central	Wichita, Kan.	Kansas City ARTCC
Southwest	Austin, Tex.	Fort Worth ARTCC
Rocky Mountain	Casper, Wyo.	no nomination
Western	Las Vegas, Nev.	Oakland ARTCC
Northwest	Pocatello, Ida.	Seattle ARTCC
Alaska	Fairbanks, Alas.	no nomination
Pacific	Mt. Kaala, Hi.	no nomination

PHOENIX OF FLETCHER'S ISLAND RETURNS TO ASHES . . . Remember "The Phoenix of Fletcher's Island"? That was the four-engine Hercules C-130 cargo plane that made a hard landing in Feb. 1973 on an ice island near the North Pole and was repaired on the site over a six-month period under incredible hardships by an Alaska Air International maintenance team. Well, the plane was completely destroyed by fire north of Fairbanks, Alas. on Aug. 30 during a fuel unloading operation. The story of the arctic repair job appeared in the September edition of FAA WORLD, and the fellow who led the repair team, Art Walker, had won an FAA Aviation Mechanic of the Year award for his efforts. Hard luck.

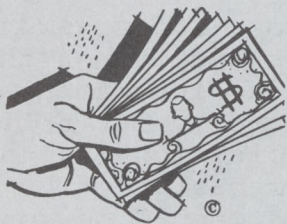
LET THERE BE LIGHT . . . NAFEC completed testing and demonstration this month of a system to allow pilots to turn on runway lights at unattended airports. While airborne or on the ground, pilots would use a remote-control radio device installed in the cockpit to send signals to receiving equipment on the ground at the airport. The cost for production units of the cockpit device is estimated at \$50 (FAA has no plans to require such a device). NAFEC will issue a final report on the project this November.

PROPOSED RULE DISCUSSED . . . In a recent reply to a Congressional inquiry about an FAA proposal affecting air transport of the handicapped, the agency wrote: "...there is no intention on our part to discriminate against the handicapped...our notice... should rectify the present practice of determinations by the air carriers on an individual and non-uniform basis." The agency said "we must limit the number of handicapped persons on board" to ensure a safe flow of passengers evacuating through the emergency exits.

COMBINED FEDERAL CAMPAIGN . . . Each year questions arise as to why certain United Fund organizations in outlying communities are not part of the annual CFC drive conducted at the Aeronautical Center. Frankly, we do not know the answer. We do know that any such groups located in the five counties which are contiguous to Oklahoma County are eligible to become participants and would be welcomed by the Greater Oklahoma City United Appeal. However, there are certain requirements to be met such as the review and approval of the group's proposed budget, review and approval of the benefiting organizations, furnishing of statements of tax exempt status and non-discrimination statements by such organizations, etc. Many surrounding community United Fund organizations have joined the CDC drive in recent years, e.g., United Fund of El Reno, Norman United Fund, Chandler Combined Charities, Guthrie Community Chest, Tecumseh Complex, and United Fund of Shawnee. The United Fund of Yukon and Moore also are now parts of the United Appeal of the Greater Oklahoma City Area. The Mustang United Fund has not become a part of this united effort. Therefore, again this year, and until such time as Mustang joins with the other groups, we will be unable to accept contributions for them.

MAILING OF LARGE ENVELOPES . . . Postal Bulletin 20959, dated December 6, 1973, provides for handling mail by the most expeditious means available. Under this provision, envelopes 8-1/2 X 11, or larger, may receive fourth class service unless a more expeditious service is requested. In the event fourth class service is not adequate the envelope must bear a designation "first class" or "air mail." Any mail using envelopes 8-1/2 X 11, or larger, that does not require priority handling should be sent fourth class. Letter size mail (10-3/8 X 4-1/2, or smaller) without designation will be sent first class. If you have any questions concerning mail service, contact Bob Mills, AAC-45D at extension 2778.

FROM YOUR EMPLOYEES ASSOCIATION . . . Hockey tickets for October 4 - Toronto Maple Leafs and St. Louis Blues. Season tickets for Theatre Center - 6 plays - \$22.50 or tickets for each show \$3.75. Seven Seas tickets - adult \$3.75, child \$2.50. Six Flags Over Texas tickets - adult \$5.75, child \$4.75. Magic Kingdom Club cards for Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Texas. Post your want ad on the EA bulletin board. Use the EA duplicating machine - 10¢ per copy. Discount tickets for Quail Twin Theatre - "That's Entertainment" - On now 'til October 9 - \$2.00.



SUPPORT YOUR COMMUNITY THROUGH CFC

October 2, 1974

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: October 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.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
74-275	Clerk-Typist (OCR), GS-322-4	AAC-203	300-2
<u>FAA DEPOT</u>			
74-276	Materials Expediter, WG-6705-7	AAC-430	JE-6705
74-277	Machinist, WG-3414-12	AAC-440	JE-3414
74-278	Toolmaker, WG-3416-13	AAC-440	JE-3416
<u>FAA ACADEMY</u>			
74-256	Air Traffic Control Specialist (Terminal - Instruction), GS-2152-13	AAC-930	2152

Employees selected for these positions 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 FOR FINFO EMPLOYEES ONLY

Closing Date: October 16, 1974

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

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-74-33	Aviation Procedures Clerk (Stenography), GS-301-5	MSP FIFO	300-B

PROMOTION PLAN SELECTION LIST

SELECTION	POSITION	LOCATION	ACPP NO.
George H. Faulk	Gen. Aviation Opers. Spec. (Inst.)	AAC-950	74-157
Charles F. Frost	"	"	"
Dale C. Ruoff	"	"	"
William J. Searcy	Supervisory Aerospace Engineer	AAC-840	74-184
Hamilton D. Barkus	Materials Expediter Foreman	AAC-430	74-202

AERO CENTER intercom

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

'74-41 October 9, 1974

SEVENTH ANNUAL DOT AWARDS CEREMONY

FAAers HONORED FOR VALOR

TWO TOP ATCSs

Radar Controller Timothy F. Clark of the Westchester (N.Y.) County Airport has been named controller of the year by the Aircraft Owners and Pilots Association, and FSS Specialist Merlin E. Boutwell of the Imperial, Calif., FSS earned AOPA's Flight Service Award. Clark assisted three aircraft to safe landings last March after the weather suddenly deteriorated. Before he was able to answer the first call from a lost, disoriented pilot, a second called to say he also could not see the ground. While the busy controller gave radar guidance to these two pilots, a third radioed in for help, but Clark managed to juggle all three with resultant safe landings. Boutwell, working on his own time, assisted his Mexican counterparts in developing pilot weather briefing services and improved crash and rescue services. Awards will be presented to the two men at AOPA's 19th Annual Plantation Party, Oct. 12, in Hollywood, Fla.

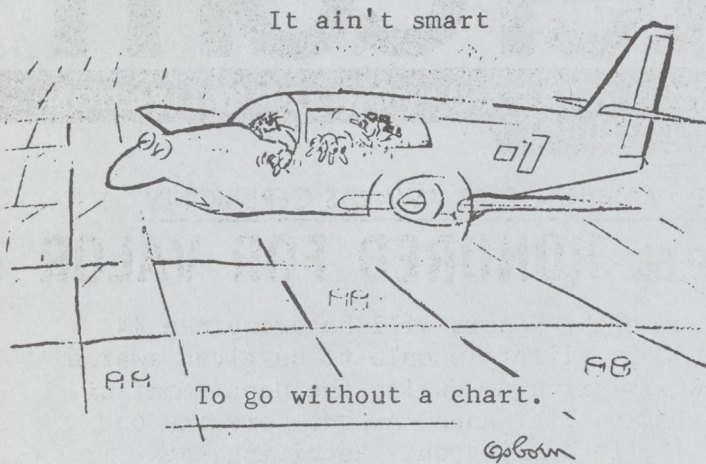
A total of eight FAAers will be among the 44 civilian and military people to be given awards by Secretary Brinegar during the Department of Transportation 7th Annual Awards Ceremony on October 15, in Washington. Receiving the Secretary's Award for Valor are three agency employees: James R. Kern of the Phoenix



Airway Facilities Sector; Robert L. Mulligan, Washington ARTCC; and Theron A. Regorrah, Chief, Butte, Mont., Flight Service Station. The Secretary's Award for Meritorious Achievement (Silver Medal) will be given David R. Israel, Acting

Deputy Associate Administrator for Engineering and Development; Roland M. Lewis, Airports Planning Officer, Southwest Region; Irving Mark, Executive Officer, Eastern Region; James H. Mollenauer, Acting Director, Office of Systems Engineering Management; and Jack J. Webb, Director, Pacific Region. The valor award to Kern cited him for cutting through the side of a crashed aircraft to remove the trapped occupants near the Grand Canyon (Ariz.) airport. Working in an area saturated with spilled gasoline, he cut away the bracing around the windshield and the window area and directed the removal of all five occupants, including two already dead. Mulligan was involved in a similar rescue effort near Leesburg, Va. after cutting a hole in the fuselage of a fuel-leaking, crashed aircraft, he crawled into the cabin to save one survivor. He calmed the injured victim and then removed her from the cramped, (continued on page 3)

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ACCIDENT PREVENTION CONTEST . . . The annual agency-wide contest for safety cartoon suggestions has been announced by FAA AVIATION NEWS. Twelve \$25 cash awards and a credit line in the magazine will be given for the dozen best entries. All FAA employees, including those retired, may enter and may submit as many entries as they wish. To enter the contest, describe in a paragraph or two the most unusual or significant situation affecting general aviation safety encountered in your area. Summarize the lesson to be learned from the experience in one

sentence, or with a two-line rhymed couplet (similar to those used regularly with the published cartoons). The cartoons, drawn by noted artist Robert Osborn, are used monthly on the back cover of the magazine and on safety posters which are distributed to airports and flying clubs throughout the country and abroad. All entries should be postmarked by Nov. 15. Mail to FAA AVIATION NEWS, AFS-18. Be sure to include your full name, address, phone number and social security number with your entry.

WEATHER OBSERVATIONS TO BE AUTOMATED . . . FAA's Systems Research and Development Service is going ahead with a program to automate aviation surface weather observations. Currently, several hundred trained observers at some 315 locations obtain and disseminate weather information. To modernize this repetitive, time-consuming task, automatic processing equipment will be installed at strategic weather reporting locations. Ceiling, visibility, temperature, dew point, altimeter setting and wind direction and speed will be sensed, processed and transmitted automatically over landlines for use by pilots, AT personnel, forecasters and other parties interested in weather. A development model of the system is now being assembled by the National Weather Service under an inter-agency agreement. In early 1976 an industry-built prototype is expected to be ready for testing.

NEXT TO LAST ARTS III COMMISSIONED . . . The San Francisco/Oakland ARTS III System, one of two commissionings delayed because of new construction, went into operation on Sept. 17. This was the 60th ARTS III to go operational at an airport. Of the 64 systems originally ordered, three are being used for research or training, and one, at Dallas/Fort Worth, remains to be commissioned. Commissioning date for this system is tentatively scheduled for May 10, 1975.

CANCELLATION OF ORDER 4445.3A . . . The Airway Facilities Service announces the cancellation of agency Order 4445.3A, IBM 9020 contract Maintenance-Basic Ordering Agreement, effective 9/24/74, with no replacement.

PRESIDENT SETS PAY RAISE . . . President Ford last week authorized a 5.52 percent pay raise for Federal white-collar workers and military personnel. This will go into effect on Oct. 13, 1974 for most General Schedule workers including FAAers. Here are the unofficial revised GS pay scales:

	1	2	3	4	5	6	7	8	9	10
GS-1	\$5,294	\$5,470	\$5,646	\$5,822	\$5,998	\$6,174	\$6,350	\$6,526	\$6,702	\$6,878
2	5,996	6,196	6,396	6,596	6,796	6,996	7,196	7,396	7,596	7,796
3	6,764	6,989	7,214	7,439	7,664	7,889	8,114	8,339	8,564	8,789
4	7,596	7,849	8,102	8,355	8,608	8,861	9,114	9,367	9,620	9,873
5	8,500	8,783	9,066	9,349	9,632	9,915	10,198	10,481	10,764	11,047
6	9,473	9,789	10,105	10,421	10,737	11,053	11,369	11,685	12,001	12,317
7	10,520	10,871	11,222	11,573	11,924	12,275	12,626	12,977	13,328	13,679
8	11,640	12,028	12,416	12,804	13,192	13,580	13,968	14,356	14,744	15,132
9	12,841	13,269	13,697	14,125	14,553	14,981	15,409	15,837	16,265	16,693
10	14,117	14,588	15,059	15,530	16,001	16,472	16,943	17,414	17,885	18,356
11	15,481	15,997	16,513	17,029	17,545	18,061	18,577	19,093	19,609	20,125
12	18,463	19,078	19,693	20,308	20,923	21,538	22,153	22,768	23,383	23,998
13	21,816	22,543	23,270	23,997	24,724	25,451	26,178	26,905	27,632	28,359
14	25,581	26,434	27,287	28,140	28,993	29,846	30,699	31,552	32,405	33,258
15	29,818	30,812	31,806	32,800	33,794	34,788	35,782	36,776*	37,770*	38,764*
16	34,607	35,761	36,915*	38,069*	39,223*	40,377*	41,531*	42,685*	43,839*	
17	40,062*	41,397*	42,732*	44,067*	45,402*					
18	46,336*									

* Limited by law to a maximum of \$36,000 per year.

GRIEVANCE-HANDLING TIME CUT . . . A recent Office of Labor Relations check of 27 grievances in seven representative jurisdictions revealed an average processing time of 76 days with only six grievances exceeding the 90-day target established by CSC/DOT/FAA directives. A similar check one year ago of 37 agency grievances in the same seven jurisdictions revealed an average processing of 97 days, with 18 grievances exceeding the 90-day target. Agency officials noted that there will always be some grievances that exceed the 90-day time limit because of delays requested by employees.

OCTOBER IS PUMPKINS, SCHOOL AND FAA WORLD. School? That's right-- FAAers are "Heading for the Ivied Halls" in droves as the agency promotes the College Opportunities Program. . . other stories in this issue include "Hanging In There"--a rundown on what's doing in hang-gliding; a profile of "The Hijacker's Nemesis"--Washington Metropolitan Airports Service Director James Murphy, late of Air Transportation Security; "How to Make a Blip"--designing radar reflectors for sailplanes; the supplemental certification of an old bird: "New Gander at a Goose; and the regular features: Federal Notebook, Faces and Places, Direct Line, Small World and Heads up.

FAAers HONORED FOR VALOR (continued from page 1) . . . mangled cabin by placing her on his stomach and sliding out. Regorrah left a search and rescue helicopter and walked through snow to a crash location in the mountains south of Butte, Mont. The two survivors were severely injured, and although the temperature on the desolate mountainside was below zero, Regorrah shared his scanty "street" clothes. He built a life-saving fire and comforted one survivor who was in shock. Both crash victims lived.

NATIONAL EMPLOY THE HANDICAPPED WEEK, OCTOBER 6, THROUGH 12 . . . This time each year we make a special effort to support the year-round program of employment of the handicapped. Aeronautical Center divisions and staff offices will be asked this week to recommend candidates for our 1974 Outstanding Handicapped Employee of the Year award. If you know of someone deserving in your work area, call them to the attention of your supervisor.

FEDERAL WOMEN'S PROGRAM COMMITTEE . . . The Federal Women's Program Committee membership has changed. The following committee members are available to all women at the Center on an individual contact basis for the purpose of hearing ideas and receiving suggestions pertaining to the duties of the FWP Coordinator as outlined in AC 3300.5C, Aeronautical Center EEO Affirmative Action Plan, Appendix 1. The committee will not involve itself with personal problems but is interested in suggestions which would be helpful to the program coordinator.

Karroll Hayes, FWP Coordinator and Committee Chairman	AAC-61
Shirley Dark	AAC-132
Quinetta Fulson	AAC-90
Karen Johnson	AAC-72
Agnes Jones	AAC-252
Edith Kemp	AAC-492
Patricia McCoy	AAC-300
Hazel Metz	AAC-850
Johnnie Moore	AAC-410
Gale Shropshire	AAC-450
Margaret Stephens	AAC-9
Gloria Ward	AAC-21
Glenda Wilson	AAC-931

FROM YOUR EMPLOYEES ASSOCIATION . . . Hockey tickets for Oct. 12 - Okla. City Blazers vs. Omaha - FAA night at Lincoln Plaza - Oct. 31 - "I Do, I Do." FAA night as Gaslight - Oct. 24 - "Mary, Mary." Theater Center tickets \$3.75. Seven Seas tickets - adult \$3.75, child \$2.50. Six Flags Over Texas tickets - adult \$5.75, child \$4.75. Magic Kingdom Club cards for Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Texas. Post your want ad on the EA bulletin board. Use the EA duplicating machine - 10¢ per copy.

GIVE THE EASY WAY - PAYROLL WITHHOLDING

OCTOBER



October 9, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: October 16, 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
74-281	Clerk-Stenographer, GS-312-4	AAC-43	300-2
<u>CIVIL AEROMEDICAL INSTITUTE</u>			
74-282	Clerk-Stenographer, GS-312-4	AAC-100	300-2
<u>FAA DEPOT</u>			
74-283	Clerk-Typist, GS-322-3	AAC-430	300-2
74-284	Inventory Management Spec., GS-2010-11	AAC-480	2000
Temporary promotion not to exceed one year. This action may be extended or made permanent without further competition.			
<u>FAA ACADEMY</u>			
74-285	Clerk, GS-301-5	AAC-940	300-B
This position requires specialized experience in a training function.			
74-192	CANCELLED/TRAINING TECHNICIAN, GS-1702-5	AAC-943	
Reduction in ceiling authorizations.			

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: October 23, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-35	Secretary (Stenography), GS-318-5	AFS-560	318

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Gerald G. Berry	Aviation Maintenance Specialist	AAC-200	74-193
Robert L. Zielny	Supervisory Clerk	AAC-250	74-220
Elaine Swanson	Secretary (Stenography)	AAC-203	74-225
Linda Foreman	Psychology Aid	AAC-100	74-229
William D. Nolan	Air Cond. & Htg. Equip. Mech.	AAC-55	74-238
Patricia S. Wiles	Secretary (Stenography)	AAC-50	74-245
Ruby L. Vaught	Secretary (Stenography)	AAC-70	74-246
Janice C. Duncan	Correspondence Clerk	AAC-250	74-248



AERO CENTER intercom

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

74-42 October 17, 1974

TOP OFFICIALS SWITCH

Two FAA executives officially switched positions last week. David R. Israel moved Director, Office of Systems Engineering Management (OSEM), to Deputy Associate Administrator for Engineering and Development. He replaced James H. Mollenauer, who transferred from the Deputy Associate Administrator slot to Director of OSEM. Both have been acting in the new jobs for several months.

"FOR YOUR PATIENCE"

Palo Alto, Calif. tower was recently visited by a new private pilot carrying a chocolate cake and a letter expressing his feelings: "Please accept this small token of appreciation for your patience, understanding and clearly spoken instructions during my student pilot training. Without fail you have all been kind, helpful and alert to the needs of this sometimes less than confident new pilot. My sincere thanks to-you all."

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END OF AN ERA

LAST FOUR-COURSE RANGE SILENT

The last of the agency's over 300 low frequency, four-course ranges was shut down last month at Northway, Alaska. The now obsolete four-course range was the "miracle" facility of the 1930's. It was the first navigation system that enabled pilots to fly blind—that is, to fly a direct line between airports when visibility was restricted or non-existent. It has since been replaced by the very much more efficient Very High Frequency Omni Range (VOR) which gives the pilot a choice of any compass heading rather than just four. Just before the facility went off the air, a Notice to Airmen (NOTAM) was broadcast which said, "At the end of this broadcast the Northway LFR will be decommissioned and will be replaced by a non-directional beacon." The beacon which replaces the range can still be used for navigation by planes equipped with Automatic Direction Finder (ADF) equipment. Other Alaskan LFRs were converted to NDBs before the Northway facility, including: Annette, Fairbanks, McGrath, Unalakleet and Yakutat.

ANOTHER JET READY TO GO

The fourth flight inspection Jet Commander was accepted by the agency last week at the Qualitron Aero Corp. facility in Houston, Tex. The aircraft was accepted and picked up by a team from Aircraft Services Base, Aeronautical Center. The fifth and last Jet (continued on page 2..)

FLIGHT SAFETY MEETING... The quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m. Wednesday, October 23, with a repeat session at 9:30 a.m. Thursday....(continued on page 3..)

ANOTHER JET READY....(con't from page 1).. Commander ordered is expected to be ready for acceptance next month. The Jet Commanders and Sabreliners, also ordered by the FAA, each will accomplish twice the workload of the DC-3 which has carried almost all of the flight inspection workload to date. Both the speed of the light jets and their computerized flight inspection systems are primarily responsible for the improved efficiency. Four of the new Commanders ultimately will be stationed in Atlantic City, and the fifth will stay in Oklahoma City for the installation of the flight inspection console.

THREE TENTHS OF A GALLON ON BOARD...The left fuel tank was empty and the right one was ready empty when the pilot radioed for landing instructions. That's when controllers in the Chattanooga, Tenn., tower learned that the pilot also was lost. They went to work and helped the pilot locate himself by reference to the ground. Then vectored the plane to the nearest field and controllers called the field to set up a straight-in approach. The plane had 3/10 of a gallon of fuel left after landing. During the month of September 1974 215 flight assists were reported--107 by flight service stations, 82 by towers and 26 by centers. There were a total of 330 people on board the aircraft involved. Primary causes for the assists included 125 lost pilots, 34 low on fuel, 39 involved in hazardous weather and 62 with some type of equipment malfunction.

COMPUTER TO WRITE OUT COMMANDS....A \$698,000 contract for the development of a computer software program for the Automated Radar Terminal System (ARTS III), to assist airport approach controllers with the metering and spacing of incoming aircraft, has been awarded to the UNIVAC Division of Sperry Rand Corp., that will allow the ARTS III computer to take speed, heading and altitude information and determine the commands needed for optimum spacing of approaching aircraft to achieve the safest and most efficient landing rate. Although the computer will not give the commands directly to the aircraft, it will write them out on the radar scope for the approach controller who can relay them to the aircraft. In effect, the computer will substantially reduce the controller's workload while still allowing the controller to overrule the computer if necessary.

MINORITY FIRM TO PAVE RUNWAY....A \$900,000 contract for construction work at Washington National Airport has been awarded to a minority business by the agency. Under the contract, Jones and Artis Const. Co., Inc., Washington, D.C. will overlay and groove an asphalt surface on the 5,212 ft. runway 15/33 at National. The project is expected to take 90 days. The contract is the second awarded to the firm for work at the airport in recent months.

FLIGHT SAFETY MEETING- (cont'd from page 1)...October 24. The meetings will be held in the Headquarters Building auditorium and will feature a presentation on the new survival equipment for FAA aircraft, and a new FAA movie: "Flight 52."

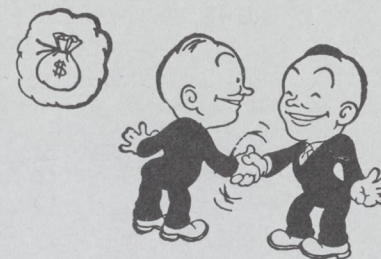
FROM YOUR EMPLOYEES ASSOCIATION...Hockey tickets for season games on sale at your EA. Theater Center Oct. 30-Nov. 10, "The Crucible." FAA night at Gaslight Theatre, Oct. 24th, "Mary, Mary." FAA night at Lincoln Plaza, Oct. 31 - "I Do, I Do." Seven Seas tickets, adult \$3.35, child \$2.50. Six Flags Over Texas tickets, adult \$5.75, child \$4.75. Magic Kingdom Club cards for Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Tex. Post your want ad on the EA bulletin boards. Use the EA duplicating machine: 10 cents per copy.

CFC MOVES FORWARD...According to the latest official report, 61% of the Center's employees have contributed to the Combined Federal Campaign. Organizations that have achieved 100% participation are: Office of the Director; Public Affairs Office; Planning Staff Office, Aeronautical Center Counsel; Operations Staff; Civil Rights Staff; Manpower Division, Budget Division; Management Analysis Division; Audit Division; Air Transportation Security Division; and Airway Engineering Support Division. There are also numerous branches in other divisions that can boast 100% participation. We still have a long way to go to meet our participation and dollar goals. All who have not participated are encouraged to do so. Let's all work together to make this another successful campaign.

CONFERENCE ON FARs SET....The agency's recently established program for the systematic review and updating of airworthiness regulations is getting off the ground in a big way as plans for the First Biennial Airworthiness Review Conference move ahead. The agenda, containing over 750 items, has been prepared and will be distributed by Oct. 15. The agenda was made up from proposals submitted by both FAA and the public. FAA received over 4,300 comments from home and abroad on a list of more than 1,000 proposals circulated by the agency. The conference, to be held December 2 through 11, 1974, at the Shoreham Hotel in Washington, is expected to be attended by over 1,000 persons, representing both domestic and foreign interests.

TRANSPORTATION SPECIALISTS PROGRAM...A recent evaluation of the Air Transportation Systems Specialist Program concluded that the program should be continued since it provides needed analytic skills to the agency. Under the program, one year of graduate study in analytical procedures, economics and transportation is provided at the University of California. A total of 54 employees have completed the program since its inception in 1965, and seven employees are currently starting their course work.

DIRECTOR COMMENDS "IDEA CHAMPIONS". . . During Fiscal Year 1974, fifty-four Aeronautical Center employees qualified for special recognition as "Idea Champions" due to earning a total of \$100 or more from adopted suggestions. For this achievement, these employees received an individual letter of commendation signed by the Aeronautical Center Director, and a copy of the letter is on file in the employee's Official Personnel Folder. Recipients of commendation letters are as follows:



Nancy Porter	AAC-21	Gary Gappa	AAC-493
John Gatliff	AAC-55	Junior Helton	AAC-442D
Betty Jones	AAC-72	Ralph Jaeger	AAC-486A
Joe Thompson	AAC-72	Bobby Leonard	AAC-443B
Deloris Brooks	AAC-240	Earl McClure	AAC-443B
Felipe Escobedo, Jr.	AAC-321	Neil McPherson	AAC-431B
Curtis Abernathy	AAC-443A	Glenn Morefield	AAC-443A
Paul Adams	AAC-491	Billy Mosley	AAC-442
Johnny Autry	AAC-443B	Troy Niles	AAC-442E
Marion Baranske	AAC-443	Albert Parker	AAC-442E
Billy Baxter	AAC-492	Vernon Reeves	AAC-443B
John Bolerjack	AAC-442A	Robert Rolling	AAC-444C
Raymond Bradford	AAC-443B	Willie Rounsaville	AAC-443A
Doyle Brown	AAC-443A	James Russell	AAC-451
Mildred Brown	AAC-442	Josef Schilling	AAC-442A
Jimmy Canary	AAC-442E	Casimir Sokolnicki	AAC-442C
Ronald Coggins	AAC-442	Roy Sparks	AAC-442
Abraham Conklin	AAC-436	Alfred Thomas	AAC-443B
Robert Corcoran	AAC-443B	Alfred Van Schuyver	AAC-443A
James Dennis	AAC-442D	Jimmy Williams	AAC-443A
Robert Engler	AAC-434C	Charles Brumley	AAC-835
Ralph Chedester	AAC-835C	Jack Akins	AAC-922
George Clark, Jr.	AAC-836	Benito Alvarado	AAC-931B2
Lester Jahnell	AAC-836	Donald Anderson	AAC-933A
George Linder	AAC-835	Robert Glazier	AAC-942D
Ernest Prater	AAC-835	Robert Walling	AAC-922
Dewey Smith	AAC-836	Gary Hale	AAC-933A

Congratulations are extended to the above named "Idea Champions". All employees are urged to strive for such an attainment during FY-75. If you have a question, contact the Recognition and Awards Program Coordinator for your organization.

October 17, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: October 23, 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 promotion will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION, TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
74-286	Program Assistant (Typing), GS-301-5	AAC-210	300-B
Specialized experience is operation of a communication mag card typewriter that accesses a remotely located time sharing computer.			
74-287	Aviation Safety Inspector (Airworthiness), GS-1825-11	AAC-230	1825
Requires FAA mechanic certificate with airframe and powerplant ratings.			
<u>FAA DEPOT</u>			
74-288	Inventory Management Specialist, GS-2010-12	AAC-480	2000
Temporary promotion not to exceed one year. This action may be extended or made permanent without further competition.			
<u>FAA ACADEMY</u>			
74-271	Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12	AAC-940	856 or 800
Employees selected for these positions 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. Applicants selected at the GS-11 level will be eligible for promotion to GS-12 without further competition.			
<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>			
74-289	Secretary (Stenography), GS-318-6	AAC-1000	318
74-290	Electrical Engineer, GS-850-13	AAC-1020	800

October 17, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: October 30, 1974

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-36	Aircraft Mechanic Foreman, WS-8852-10	SEA FIFO	JE-8852

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Thomas Kutsugeras	ATC Specialist (Center - Inst.)	AAC-930	74-26
Robert S. Oliver	Budget Officer	AAC-30	74-169
Delores Esquivias	Secretary (Stenography)	AAC-480	74-180
Betty J. Watson	Secretary (Stenography)	AAC-1000	74-233
Charles E. King	Electrical Worker	AAC-55	74-237
Anna M. Morgan	Clerk-Typist	AAC-940	74-249
Ruby Anquoe	"	"	"
Jo Ann Howell	"	"	"
Hazel Johnson	Coding Clerk	AAC-250	74-252
William M. Watson	"	"	"
Wilma G. Cox	"	"	"
Linda K. Ledbetter	Clerk-Stenographer	AAC-930	74-253
Beatryce J. Johnson	Clerk-Stenographer	AAC-1000	74-254
Iva Grace Karber	Clerk-Typist	AAC-930	74-255
Charles Davis	Air Cond. & Htg. Equip. Oper.	AAC-55	74-258
Vernon L. Reeves	Electro-Mechanical Equip. Rep.	AAC-440	74-259
Jerry Berry	Inventory Management Specialist	AAC-480	74-266
Juanita A. Jones	Technical Info. Spec. (Engr.)	AAC-1000	74-269
Margaret E. Merriman	Secretary (Stenography)	MSP FIFO	FINFO-74-26
Lutitia J. Norris	Clerk-Stenographer	AFS-500	FINFO-74-29
Victor C. Agee	Supv. Airspace Sys. Insp. Pilot (Temp. promotion NTE 1 year)	AFS-500	FINFO-74-30
Janice G. Murdock	Clerk-Stenographer	AFS-500	FINFO-74-31
William L. Miller	Aviation Safety Specialist	TES-15	TSI-74-7



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

74-43 October 23, 1974

NASA SCIENTIST AWARDED WRIGHT TROPHY

The Wright Brothers Memorial Trophy for 1974 has been awarded to NASA aerospace scientist Dr. Richard T. Whitcomb in recognition of his significant contributions in advancing the science of aeronautics in this country and abroad. Dr. Whitcomb was the recipient of the Robert J. Collier Trophy in 1954 for his discovery and development of the area-rule concept of aircraft design. More recently, he invented NASA's supercritical wing which is expected to form the basis for a new fleet of high performance commercial transports in the 1980s. The trophy, won in 1972 by former FAA Administrator John H. Shaffer, is a miniature silver replica of the original Wright Brothers' airplane that flew at Kitty Hawk, N.C. on Dec. 17, 1903. It will be presented to Whitcomb on Dec. 13, 1974 in Washington.

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FIRST OF 31 PRE-FAB STRUCTURES

FOUR NEW ATC TOWERS ARE GO

Four new low activity air traffic control towers were recently commissioned at Olympia, Wash.; Lewiston, Ida.; Lewisburg, W.Va. and New Bern, N.C. These are the first towers built under the agency's current contract with AVCO International of Cincinnati to go operational. Under the "turnkey" contract which covers a total of 31 pre-fab, modular towers, the manufacturer agrees to turn over a finished, ready-to-go facility to the agency. Other towers turned over to FAA but not yet commissioned include those at Traverse City, Mich.; Merced, Calif. and Beverly, Mass. These facilities are currently having final touches added including the installation of telephones. Another AVCO tower, at Scotsdale, Ariz., is scheduled to be turned over to the agency within the next two weeks. The pre-fab towers being built by AVCO vary in height from 40 to 90 feet. Those over 50 feet are equipped with elevators. The towers at Olympia and Lewiston are 60 feet high, while those at Lewisburg and New Bern are 40 feet.

ARTS III SHIPPED TO ALASKA

ARTS III alphanumeric generating equipment has been shipped to Alaska for installation in the Anchorage ARTCC. The equipment will be used in conjunction with the Murphy Dome long-range radar. This radar is currently used by the Fairbanks Center which is scheduled to be closed down by the end of this year. When the new hook-up is completed, air traffic in the Fairbanks area will be controlled from the Anchorage Center. The equipment for Anchorage includes the same computer used in the ARTS III and an all-digital display system similar to those used at NAS enroute centers in the conterminous U.S. Shakedown for the new system is scheduled to be completed by Dec. 28, 1974.

FSS AUTOMATION EQUIPMENT ON THE WAY . . . The Aviation Weather and NOTAM System (AWANS), an automation system for Flight Service Stations, successfully completed a live Service A test recently and will be ready for installation at the Atlanta Flight Service Station early next year. The tests took place at the manufacturer's plant, E-Systems Inc., in Garland, Tex. The equipment will be tested at Atlanta for about a year, beginning March 1975, to determine if similar equipment will be installed in FSSs nationally. The system will enable FSS specialists to get updated weather and aeronautical information merely by typing a few characters on a keyboard. The information will be displayed on a cathode ray tube. Data will be fed into the system from various sources and will be updated continuously. According to current plans, remote terminals will be located at the FSS in Macon, Ga., at the National Weather Service Forecast Station in Atlanta and at Hangar 1, Inc., a fixed base operator in Atlanta.

MAY GET BUSY AT MIDWAY . . . Chicago's Midway Airport could be handling up to 10 million passengers a year again by the mid 1980s and thereby relieve the projected heavy load at O'Hare International Airport according to a study recently completed for the agency. This could be done, the study found, by shifting 42 percent of Chicago's high density, short-haul flights from O'Hare to Midway over the next decade. Several improvements would be needed to accommodate such a diversion of traffic including upgrading the runways and taxiways, the addition of 4,900 parking spaces and improved access to the airport. To accommodate passengers coming from locations closer to O'Hare and passengers changing to or from long-haul carriers, over half of the Chicago's short-haul flights still would fly from O'Hare.

FEDERAL AWARD NOMINEE . . . The Department of Transportation has nominated Morris Earle, Mary Kay Howlett, Mark Koscak, and Lawrence Pahl of the Great Lakes Management Systems Division for the Tenth Annual Federal Paperwork Management Award. The group is cited for significant achievements in installing an effective paperwork management program in the AGL region. The award luncheon is Oct. 23, at Twin Bridges Marriott Motor Hotel in Washington, D.C. Friends who wish to participate should contact AMS-140 for tickets and further information.

SUPPLY SYSTEM REVISED . . . After approximately 1.5 million requisition cards were revised and replaced at more than 2,000 ordering offices, the new agency supply system went operational on Oct. 1. It was implemented under the project leadership of the Logistics Service, working with the Offices of Management Systems and Accounting and Audit, and was programmed and prototyped at the Aeronautical Center and Southwest Region. Major features include simplified requisition input data and improved integration of the supply system with other property and accounting programs. In spite of the complexity of the change, Logistics officials pointed out that the new system was "go" right on time.

POSTMARK COMMEMORATES NEW ATCT . . . FAA philatelic enthusiasts who want a copy of the Olympia, Wash., new Air Traffic Control Tower "cachet" still have time to get one. The special postmark will be used for one day on Oct. 27, 1974. To get a copy, send your stamped envelopes to the person who designed the special postmark. He is Don Kelsey, a recently retired airway facilities technician in the Olympia Sector. His address is 521 S. Milroy St., Olympia, Wash. 98502.



FAA REAL PROPERTY OWNED HOLDINGS . . . The annual inventory report of real property owned by the FAA has just been submitted to the GSA and reflects the following changes in FAA holdings from June 30, 1973 to June 30, 1974, both inside and outside the USA.

Category	(Within U.S.)		(Outside U.S.)	
	1973	1974	1973	1974
No. of Installations	5,391	5,640	68	70
Land (Urban/Rural)	61,623.2	59,577.5	—	730.3
No. of Buildings	6,402	6,326	388	343
Floor Area (S/F)	9,756,691	9,917,951	612,856	535,849
Total Cost (In 1,000s)	\$601,720	\$627,458	\$16,434	\$15,181

TEN MORE FOR ENGINEERING PROGRAM . . . Ten new participants have been selected for the FY-75/76 Cooperative Engineering Development Program (CEDP). Those selected and the participating regions and universities are: Fulton F. Cook, Clarence T. Harvey and Robert H. Garnett, Southwest Region, University of Texas at Arlington; Larry Gentry, Western Region, UCLA; Bruce Williamson and Taft Lee, Western Region, California State College, Long Beach; Donald L. Lombard, New England Region, Northeastern University; William Kimber and Allen Steiner, Southern Region, Georgia Institute of Technology; and Leothus Slaughter, Rocky Mountain Region, University of Colorado. One position in the Great Lakes Region and one position in the Eastern Region were canceled. Upon completion of up to two years of training, the candidates will be in a position to take the engineer-in-training examination for conversion to engineering status.

FROM YOUR EMPLOYEES ASSOCIATION . . . Hockey tickets for season games on sale at your EA. Theater Center Oct. 30 - Nov. 10, "The Crucible". FAA night at Gaslight Theatre - Oct. 24, "Mary, Mary". FAA night at Lincoln Plaza, Oct. 31, "I Do. I Do." Six Flags Over Texas tickets - adult \$5.75 - child \$4.75. Magic Kingdom Club cards for Disneyworld/Disneyland. Post your want ad on the EA bulletin boards. Use the EA duplicating machine - 10¢ per copy.

FLIGHT SAFETY MEETING . . . The quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m., Wednesday, October 23, with a repeat session at 9:30 a.m., Thursday, October 24. The meetings will be held in the Headquarters Building Auditorium and will feature a presentation on the new survival equipment, for FAA aircraft and a new FAA movie "Flight 52".

October 23, 1974

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BACK TO STANDARD TIME. . . . Clocks will be turned back one hour at 2:00 a.m., Sunday, October 27, giving people at home an extra hour of sleep and employees who are on duty an extra hour of pay. Employees on a regular night tour who are working at the time of the changeover will receive night differential and overtime pay for working the extra hour. The pay of those on leave or using compensatory time will not be affected.

BLOOD MOBILE TO BE AT CENTER . . . The Blood Mobile will be at the Aeronautical Center on Thursday, October 31. The demand for blood is constantly on the increase and your donation is needed if we are to continue coverage for all Center employees. Call Mary Chastain, Ext. 4159, for an appointment.

----- CONTINUE OUR TRADITION - GIVE TO THE CFC -----

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: October 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-291	<u>BUDGET DIVISION</u> Budget Analyst, GS-560-11	AAC-30	560
74-292	<u>PLANT ENGINEERING DIVISION</u> Clerk-Typist, GS-322-4	AAC-53	300-2

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Richard E. Thompson	Clerk	AAC-260	74-265
Mary A. Zimmerman	Clerk-Typist	AAC-930	74-280



AERO CENTER intercom

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

74-44 October 30, 1974

TOP POSTS FILLED

Two career civil servants and a former DOT official have been appointed to top FAA posts. Richard P. Skully, former Director of the Office of Environmental Quality, has been appointed Director of the Flight Standards Service. An Air Force veteran, he holds the Distinguished Flying Cross. Recent director of DOT's Office of Noise Abatement, Charles R. Foster has been named Director of the Office of Environmental Quality. An Air Force veteran, Foster came to the Department in August 1967. Joan B. Barriage has been appointed Deputy Director of the Office of Environmental Quality. Before being appointed to her present job she was Assistant Chief, Aircraft and Noise Abatement Division, SRDS. She is the second woman to reach the post of Deputy Director of an Office or Service at FAA Headquarters.

GOVERNMENT TO UP CONTRIBUTION

INSURANCE PAYMENTS TO BE LESS

Health insurance payments for nonpostal Federal workers will go down on the first of the year, January 1975. As a result, take-home pay will rise by as much as \$71 per year for employees covered by the Aetna high option family plan and as much as \$68 per year for those covered by the Blue Cross/Blue Shield high option family plan. The savings to Federal workers come in spite of the rising cost of this insurance. The reason is that Government is picking up a bigger share of the premium. Effective January 1975, a change in the health benefits law increases the Federal Government's contribution from 50 to 60 percent of the total premiums.

PAY RAISE IN NEXT PAYCHECK

The October pay raise for white collar workers will be reflected in the next pay check--the week of November 4--for FAAers. This raise was effective the first pay period beginning after Oct. 1. That pay period began Sunday, Oct. 13 and ended Saturday, Oct. 26, 1974.

SIEGEL GOES TO JACKSONVILLE

Peter V. Siegel, M.D., former Federal Air Surgeon, moved this month to the Jacksonville, Fla., Naval Air Station where he is chief of occupational health. He held the top medical job at FAA since 1965 when he was made responsible for regulatory and employee medical programs. While at FAA, Dr. Siegel received the DOT Secretary's Award in 1973, the FAA Meritorious Service Award in 1968, the Aerospace Association's Howard K. Edwards Award and was elected a Fellow of the Aerospace Medical Association and the American College of Preventive Medicine.

LONG TERM TRAINING OPPORTUNITIES FOR YOU . . . Long-term training opportunities for the 1975-76 academic year will be announced early next month. Persons interested in these programs should gather academic transcripts and be sure to have an updated SF-171. The long term training programs are: Education for Public Management (offered at Cornell, Harvard, Indiana, MIT, Princeton, Southern California, Virginia, University of Washington); Air Transportation Systems Specialist Development Program (University of California at Berkeley); Career Program for Federal Officials at Mid-Career (Princeton); Air War College (Maxwell Air Force Base, Alabama); Industrial College of the Armed Forces (Ft. McNair, Washington, D.C.). In addition, the FAA has applied for slots at the prestigious Naval War College (Newport, Rhode Island) and National War College (Ft. McNair, Washington, D.C.). AAC-17 has received an advance copy of the announcement and interested employees may see it in Room 154, Hdq. Bldg. Aeronautical Center managers are encouraged to submit managerial nominations on employees with exceptional career potential who meet eligibility requirements.

MINORITY FIRM TO DEVELOP ATC SYSTEM . . . A contract to develop a new Meteorological and Aeronautical Presentation Subsystem (MAPS) for enroute centers has been awarded to a minority-owned business firm by the agency. Under the \$277,000 contract, Price, Williams and Associates, Inc., Silver Spring, Md., will be responsible for the design of a computer-based system which will provide controllers with a more efficient means of obtaining and assembling flight support data. MAPS will permit a controller to request specific weather and aeronautical data which will be presented within seconds on a visual display unit at the individual controller position. This system will replace manual compilation of the data and reduce controller workload.

GENERAL AVIATION SURVEY RESULTS . . . The average general aviation (non-airline) flight covers a distance of 236 miles, carries 2.5 persons, and is more likely than not to be made without a flight plan, according to a survey conducted by the agency. This one-time survey, which involved interviews with 40,330 pilots at 213 airports in 38 states, was undertaken to supplement information gathered annually about general aviation flying. The survey showed that flight plans were filed for less than 50 percent of general aviation flights in which the origin and destination were different airports and that 59 percent of the plans filed were for visual flight rules (VFR) operations--the rest for instrument flight rules (IFR).

NEW ILS TESTBED . . . A one-half million dollar contract to build a facility for testing new or experimental Instrument Landing System (ILS) components has been awarded to Ohio State University. The facility, to be built at the Tamiami Airport, near Miami, Fla., will be a complete and fully operational ILS complex into which new or experimental components can be integrated for testing. The facility will also be used to develop new overall performance standards for ILS systems. Among the components to be tested at the facility are five newly developed glide slope antenna arrays. These include end-fire, broadside and multi-element image arrays.

NATIONAL ELECTION AND THE HATCH ACT . . . As election day draws near, employees and supervisors are reminded that the political activities of Federal workers are regulated by the Hatch Act. Despite recent court challenges, the Hatch Act remains in effect and continues to govern the participation of Federal employees in politics. An employee's conduct is also subject to the regulations of his agency. Before you engage in any political activity, check the list of do's and don'ts listed below. For additional information see Fed Facts No. 2 available in your servicing Manpower Division which can also provide advice. Federal Employee rules on political activity:

You May

Register and vote as you please,
 Assist in voter registration drives,
 Express your opinion about candidates and issues,
 Participate in campaigns where none of the candidates represent a political party,
 Contribute money to a political organization or attend a political fund-raising function,
 Wear or display political badges, buttons or stickers,
 Attend political rallies and meetings,
 Join a political club or party,
 Sign nominating petitions,
 Campaign for or against referendum questions, constitutional amendments, municipal ordinances, etc.

You May Not

Campaign for partisan candidates or political parties,
 Work to register voters for one party only,
 Make campaign speeches or engage in other activity to elect a partisan candidate,
 Be a candidate or work in a campaign if any candidate represents a national or state political party,
 Collect contributions or sell tickets to political fund-raising functions,
 Distribute campaign material in a partisan election,
 Organize or manage political rallies or meetings,
 Hold office in a political club or party,
 Circulate nominating petitions,
 Campaign for or against a candidate or slate of candidates in a partisan election.

REAL PROPERTY LEASED . . . Of the 187,000 acres rented by the U.S. Government last year, 104,000 acres were used by the FAA according to the annual inventory report recently released by GSA. FAA has 5,824 leases at 1,110 locations. The agency rents 4.7 million square feet of floor space, and FAA annual rental bill for all properties is a little over \$8 million, a small fraction of the total U.S. bill which is \$488 million.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO) DAKAR= 2 years-PC-32/74 Manpower and Training Officer, P-4 Gross, \$22,680; Net (free of tax), \$16,542. Applications due in AIA-29 by 12/10/74. Additional information about duties, qualifications, salary, and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

GET OUT AND VOTE! . . . Remember to vote for the candidates of your choice on election day, November 5. Employees may be granted an amount of excused absence which will permit them to report for work three hours after the polls open or leave work three hours before the polls close, whichever takes less time off work. Voting hours are 7:00 a.m. to 7:00 p.m. For further guidance Aeronautical Center supervisors may refer to order 3600.4, AC Supplement 3, paragraph 5.



EMPLOYEES ASSOCIATION NOMINATIONS DUE NOW . . . The Employees Association Nominating Committee will accept nominations from members until November 8, 1974, for election of 1975 officers. Any Association member or group of members may nominate a candidate for any office by delivering a dated notice of such nomination to any member of the Nominating Committee. Nominations must bear the signature of each nominee, with a statement of his willingness to serve if elected. Officers to be elected are President, Treasurer, Secretary, and Vice Presidents (1st through 6th). Nominations received after November 8th will not be considered.

TWO AERONAUTICAL CENTER MEN HONORED . . . Two Civil Aeromedical Institute men recently gained national notice in their fields. Dr. William E. Collins, head of the aviation psychology laboratory, has been elected the 1975 President of the Association of Aviation Psychologists. Dr. Audie W. Davis, Chief of Aeromedical Certification, was honored at the 9th Annual Symposium of the Civil Aviation Medical Association. Dr. Davis received the C. D. Henry Award in recognition for his contributions to civil aviation medicine.

FROM YOUR EMPLOYEES ASSOCIATION . . . Hockey tickets on sale at your Employees Association Office. Theater Center, October 30 -- November 10, "The Crucible" -- tickets \$3.75. FAA night at Lincoln Plaza, October 31 = "I Do, I Do," show tickets = \$3.00. Six Flags Over Texas tickets = adult, \$5.75 child \$4.75. Magic Kingdom Club cards for Disneyworld/Disneyland. Post your want ad on the EA bulletin board. Use the EA duplicating machine = 10¢ per copy.

MAPS TO OPEN . . . MAPS (Mutual Aid Pledge System) will be open for new members November 1 = November 15. A new employee may join anytime within 30 days after reporting for duty at the Aeronautical Center (or Lawton). Anyone who has not joined during this 30-day period after entering on duty, may join during the Open Season. There are no initiation dues. Check with your secretary about joining.

FAA BASKETBALL STARTS AGAIN . . . It's time to sign up for the winter basketball season again. The FAA will be playing in the Oklahoma City municipal league for men with games starting about the first of December. Any employee or student here at the FAA is eligible to play. If you are interested, please call Dr. Roger Smith, Ext. 4846.



Halloween





AERO CENTER intercom

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

74-45 November 6, 1974

NOTICE TO ALL PEDESTRIANS . . . It has come to the attention of AAC-90 that many individuals are not using the marked crosswalks in crossing streets at the Aeronautical Center. This is a very serious safety violation, especially in crossing MacArthur. We must realize that many motorists driving on MacArthur during the day are not aware of the Aeronautical Center's routine; consequently, you are reminded to use one of the many designated crosswalks.

Under AC Order 1600.18C vehicle traffic is directed to yield to pedestrians in crosswalks. The same Order specifies that pedestrians failing to use crosswalks are in violation of Aeronautical Center parking and traffic regulations and subject to a citation.

LONG-TERM TRAINING PROGRAMS ANNOUNCED . . . Long-Term Training Opportunities are being announced in Notice N 3155.1 to provide opportunities for employees from GS-11 through GS-15 to apply for various long-term training programs. These include: Education for Public Management, sponsored by the Civil Service Commission; Career Program for Federal Officials at Mid-Career, Princeton University; Industrial College of the Armed Forces, Department of Defense; Air War College, U.S. Air Force; and the Air Transportation Systems Specialist Program, FAA. The closing date for this announcement is December 2, 1974. All programs require the submission of an SF-171, a transcript of academic record, and special forms required by the various programs. Interested employees should be alert for this notice and begin to collect the necessary documents for application. Application data, along with instructions, will be provided to divisions and staff offices within the next few days. Nominations should be submitted to AAC-17. Those who intend to apply should contact AAC-17 for further information. Questions concerning the program may be directed to AAC-17, ext. 4156.

ATTENTION ALL SUPERVISORS AND EMPLOYEES . . . Notice 3600.22, dated April 5, 1974, reflects the changes in the administration of annual leave according to Public Law 93-181. Under this law, forfeited annual leave may be restored for later use if an administrative error, an exigency (unusual operating demand) of major significance, or a lengthy period of absence due to sickness prevented the rescheduling or use of annual leave to avoid forfeiture. It is imperative on the part of employees and supervisors that leave for this year be scheduled in advance of and no later than the start of the third biweekly pay period prior to the end of the leave year. This year the deadline date for scheduling this leave will be November 23. The leave must be scheduled either on an approved SF-71 or on a leave chart initialed . . . (continued on page 5 . . .)

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590



OFFICE OF
THE ADMINISTRATOR

To All FAA Employees:

Recently, the President affirmed his Administration's dedication to the principles of the competitive civil service system where a person, regardless of race, creed or sex, can be hired on ability and promoted on merit, free from the constraints of political or other extraneous considerations.

The President also lauded the dedication and professionalism of career civil servants and their ability to function effectively under the most difficult circumstances.

My experience with the many conscientious and competent career civil servants at all levels within FAA convinces me that the President's praise is richly deserved, and that the integrity of the civil service system must be preserved.

I ask, therefore, that all those in FAA who are involved in personnel matters rededicate themselves to the vigorous application, both in spirit and letter, of the principles, laws and regulations which sustain this civil service system and assure that it continues to be a vehicle for producing the excellence and dedication which is the life blood of the Government's Executive Branch.

Alexander P. Butterfield
Alexander P. Butterfield
Administrator

AF CAREER STUDY COMPLETED . . . The Airway Facilities Service and Office of Personnel have completed their joint study of career progression related to the Airway Facilities organization. Their findings, which came from the direct participation of over 600 AF employees, have been incorporated into a draft Airway Facilities Career Planning Handbook which is now being distributed for comment. Major changes suggested in the draft handbook include: (1) priority consideration for general facilities and equipment technicians (GFETs) applying for engineering technician positions and for installation technicians applying for lateral transfer into maintenance; (2) establishment of engineering aid positions in the environmental support occupational groups; (3) additional technical training and certification responsibilities for installation technicians; (4) non-competitive promotion of electronics technicians to the GS-9 level; (5) training and career progression for electronics maintenance technicians in one of five specialty fields; (6) technical assistance programs to aid non-professionals in qualifying for engineering positions; (7) creation of a national Engineer Intern Program; and (8) definition of desirable combinations of experience which will be awarded extra weight in selections for technical manager positions.

HARMON TROPHY COMMITTEE . . . Dr. Mervin K. Strickler, Jr., Chief of the Aviation Education Programs Division of the Office of General Aviation, has been made a member of the Harmon Trophy Selection Committee. The Harmon Trophy is given annually for the most significant contribution to aviation. It is customarily presented by the President of the United States.

MURPHY VISITS WHITE HOUSE . . . President Ford personally greeted James T. Murphy, Acting Director of Metropolitan Washington Airports Service, when he visited the White House recently. Murphy's trip to 1600 Pennsylvania Avenue came shortly after he was awarded the National Civil Service League's 1974 Career Service Award in recognition of his service as Director of FAA's Office of Air Transportation Security at the time that anti-hijacking procedures were developed by that office. Named to direct the agency's anti-hijacking effort in 1971, Murphy played a major role as planner, manager and on-the-spot participant in the program. For the complete story of Murphy's role see "The Hijacker's Memesis" in the October issue of FAA World.

NEW VOICE RECORDERS ON LINE . . . The first of the new generation voice recorders was recently commissioned at the Jacksonville enroute center, and similar systems currently are being installed at Miami and Oakland. At Jacksonville, the new high capacity system includes two 152-channel audio recorders, which replace nine 22 channel recorders, a reproducer and ancillary equipment. The new system for recording controller and pilot communications have already been delivered to the Chicago, Minneapolis and Denver centers and are scheduled to be at all NAS centers in 1975.

DOT LOOKS AT NAFEC . . . A party of DOT officials including the National Highway Traffic Safety Administrator recently inspected the facilities at NAFEC with an eye for possible NHTSA use. During the visit the officials sought to determine what facilities and capabilities might be used for automotive vehicle testing. These included the soon-to-be-vacated Air National Guard hangar, the automotive repair facilities and the crash test (catapult) facility. Also examined was the feasibility of testing vehicles on the runways.

QUALITY CONTROL CERTIFICATE AWARDED . . . The agency recently awarded the first Quality Control System certificate to the Texas Instruments, Inc. facility in Plano, Tex. The new quality assurance requirements, reflected by the certificate, were adopted by FAA in May 1974 and apply to contractors providing the agency with ATC equipment, navigation aids and related items for use in the National Aviation System. Under FAA's "Quality System Certification Program," the manufacturer must show that he has a system to assure that all phases of production from initiation of design through manufacture and delivery will be in conformance with the requirements of the contract. T.I. is currently supplying FAA with 40 airport surveillance radars. The contract for this equipment requires a quality control system, and certification was the result of extensive evaluation which confirms that the manufacturer satisfied FAA requirements.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Two years, PC-33/74 Language Officer (Translator), P-2, Gross \$14,780 per annum and Net (free of tax) \$11,346 per annum. Russian must be applicant's mother tongue or the language used for the purpose of education. Ability to write Russian translations with a sound knowledge of syntax and stylistics is essential. A sound knowledge of English is essential. A working knowledge of French or Spanish would be a valuable additional qualification. PC-34/74 Chief, Aviation Medicine Section, P-5, Gross \$28,530 per annum and Net (free tax) \$20,118 per annum. Applications due in AIA-29 by Dec. 20, 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.

INTERNATIONAL FLIGHT INSPECTION MEETING . . . FAA's Europe, Africa and Middle East Region is sponsoring an International Flight Inspection Meeting at Rhein Main Air Base in Frankfurt, West Germany this week. Delegations from 18 nations will participate. Under discussion will be: modernization of flight inspection techniques and equipment; FAA's concept of flight inspection under the centralized Flight Inspection National Field Office (FINFO); all weather and advanced avionic capabilities of the new Sabreliners FAA is buying; and the Microwave Landing System.

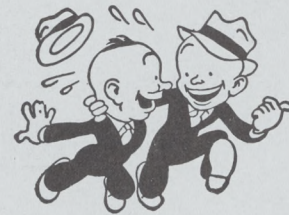
ATTENTION ALL SUPERVISORS AND EMPLOYEES . (continued from page 1) . . and dated by the supervisor. This action is necessary in order to assure that if an employee is unable to take his scheduled annual leave because of one of the foregoing reasons, he may be eligible to have his leave restored for later use.

Supervisors who have employees on sick leave pending disability retirement should advise these employees to also schedule their annual leave if they have not already done so. The employees should indicate that they do not wish to use the accrued annual leave if it can be included in their lump payment.

The question as to whether unused annual leave will be forfeited by employees on sick leave pending disability retirement has been submitted by the agency to the Civil Service Commission. We hope to receive an answer to the question before November 22, 1974. However, if such information is not received by that date, employees may want to substitute annual leave for sick leave in order to avoid forfeiture.

CIVIL RIGHTS OFFICER SELECTED . . . Virgil F. Gettis will report November 11 to his new assignment as Chief, Civil Rights Staff at the Aeronautical Center. Gettis is transferring from the Regional Office of the Civil Service Commission in Dallas, Texas, where he has been Personnel Management Specialist. Other Federal service includes tours with the U.S. Department of Justice, the Health, Education and Welfare, and the Veterans Administration.

FROM YOUR EMPLOYEES ASSOCIATION . . . It is that time again when we start making plans for our "CHRISTMAS DANCE" and that we are, so you make plans on being there DECEMBER 7TH, in the Appliance Building at the Fairgrounds, tickets will be available in your EA. Hockey tickets at your EA. Theater Center - Oct. 30th - Nov. 10th, "The Crucible" - tickets \$3.75. Magic Kingdom Club cards for Disneyworld/Disneyland. Discount cards for Aquarena Springs at San Marcos, Texas. Post your want ad on the EA bulletin board. Use the EA duplicating machine: 10¢ per copy. Six Flags Over Texas closes after Thanksgiving Day week-end.



----- IT'S NOT TOO LATE - YOU CAN STILL CONTRIBUTE TO CFC -----

November 6, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: November 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.

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

<u>ACPP NO.</u>	<u>POSITION, TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-294	<u>AERONAUTICAL CENTER COUNSEL</u> Clerk-Stenographer, GS-312-4	AAC-7	300-2
74-295	<u>MANPOWER DIVISION</u> Personnel Staffing Specialist, GS-212-9	AAC-14	200
This position has promotion potential to GS-11 without further competition.			
74-296	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u> Aviation Safety Inspector (Airworthiness), GS-1825-11	AAC-230	1825
Specialized experience is in the field of Avionics.			
74-297	<u>FAA DEPOT</u> Supply Clerk (Typing), GS-2005-4	AAC-430	2005
74-298	Electrical Equipment Repairer, WG-2854-10	AAC-440	JE-2854
74-299	<u>FAA ACADEMY</u> Clerk-Typist, GS-322-4	AAC-930	300-2
74-259	General Aviation Operations Specialist (Instruction), GS-1825-12/13	AAC-952	1825

Employees 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. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.



AERO CENTER intercom

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

74-46 November 13, 1974

DEPUTY SECRETARY

The title of the Under Secretary of Transportation has been changed to Deputy Secretary of Transportation. All elements of the Department are instructed to use the new title in all future publications and correspondence as appropriate.

SAVE ENERGY AND \$\$

There's still an energy crisis even though the long gas lines have disappeared. The need to conserve is far from over and by conserving today, we can eliminate future shortages as well as save money. So here's the first in a new series of tips for energy savers. Have your furnace serviced once a year, preferably at this time of year. This could mean a savings of 10 percent in fuel consumption and cash.



THIS YEAR THERE ARE TWO

TOP AF SECTORS OF YEAR PICKED

"We're number one," can be claimed by technicians from both the Dubois, Pa., and Fort Worth, Texas, Airway Facilities Sectors under a new policy whereby national winners in the airway facility sector of the year competition are selected in two categories. Dubois won the top spot for FY 1974 in the General NAS Sector category, and Fort Worth was named number one in the ARTCC Sector category. The Director or Deputy Director of the Airway Facilities Service will present national award plaques to the winning sectors at ceremonies in their respective regions during the week of Nov. 18. Also, each member of the winning sectors will receive a personal certificate of accomplishment. In addition, color photographs of the plaques will be presented to the respective Sector Field Offices. Sectors in both categories were rated on facility performance, sector and personnel management, and manpower/workload factors. The national winners were selected from an elite group of regional nominees which represent the very highest standards of performance in providing essential services to the flying public and in maintaining safety and reliability of the National Aviation System.

REGIONAL DIRECTORS RETIRE

Four top FAA executives have announced that they plan to retire next month. Completing outstanding careers with the agency are Arvin O. Basnight, Western Region Director; A. Leighton Coulter, Central Region Director; Ferris J. Howland, New England Region Director, and Robert O. Blanchard, Western Region Deputy Director. Basnight, an Air Force veteran, joined the agency as a Budget Examiner in 1945. During his career at FAA, he held various top jobs (Continued on page 2)

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DIRECTORS RETIRE (Continued from page 1) . . . including Southern Region Director and Associate Administrator for Programs. Coulter joined the agency in 1946 as an Aviation Safety agent after serving in the U.S. Navy. Before being appointed Central Region Director, he was Deputy Director, Southwest Region and Director of the Aeronautical Center. Howland began his FAA career as a Supervisory Air Traffic Control Specialist in Kansas City. He went to Washington in 1956 as an ATC specialist and was appointed Deputy Director of the Air Traffic Service in 1968. Blanchard was a United Air Lines pilot before joining the agency as a Senior Airway Flight Inspector and Air Carrier Inspector in 1942. Before being transferred to the Western Region, he was Deputy Director of the Southern Region.

HE LOST HIS PROPELLOR IN FLIGHT . . . The pilot called "Mayday" and reported that he had lost the propellor of his single engine plane. He was on his way down and controller Richard E. Case of Ontario (Calif.) Approach Control started to guide the crippled aircraft to Chino Airport for an emergency landing. But the plane turned past the Chino heading and Case surmised (correctly) that the pilot had also lost his gyro. The alert controller issued no-gyro vectors and rolled the aircraft out on a heading for Corona Airport--by then the more convenient landing spot. The pilot landed safely although his windshield was obscured as a result of an oil leak, and emergency equipment was standing by because Case, in addition to everything else, had alerted the airport manager. During the month of October, 249 flight assists were reported--118 by flight service stations, 109 by towers and 22 by centers. There were a total of 357 people reported on board the aircrafts involved.

NOVEMBER FAA WORLD HAS A SPECIAL TREAT . . . With the oil pipeline construction underway, "Alaska--The Last Frontier is Booming," we take a long look at its impact on aviation. . . . a pair of air shows get the once-over in "Reunion at Oshkosh" and "Good Show!" . . . FAA's program for better aviation community relations gets a push in "Pulling Together for the Airport" and "Creating Image-Builders" . . . not least are your regular features: Federal Notebook, Heads Up, Faces and Places, Direct Line and Small World.

MORE MILES PER GALLON . . . A 40 to 60 percent improvement in the average miles per gallon of 1980 automobiles as compared to 1974 vehicles is possible, according to a joint report submitted to Congress last week by the Environmental Protection Agency and the Department of Transportation. A 40 percent improvement would mean an increase in miles per gallon of cars sold in this country from an average 14.0 mpg for 1974 vehicles to an average 20.3 mpg for 1980 model cars. And a 60 percent improvement would boost this figure to an average 22.2 mpg, the report says. The more modest 40 percent improvement translates into money savings of \$4.5 billion per year.

GROUP II TCA EFFECTIVE THIS WEEK . . . The first Group II Terminal Control Area (TCA) to go into operation since May was scheduled to become effective Nov. 11. This brings the total number of operational Group II TCAs to nine. 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 (continued on page 3)

GROUP II TCA EFFECTIVE THIS WEEK (continued from page 2) . . . to operate at the primary airport in Group II TCAs are operational are: St. Louis, Seattle, Minneapolis, Denver, Houston, Cleveland, Detroit and Pittsburgh.

ENROUTE CENTERS FEATURED . . . Featured in the November Air Line Pilot magazine is an article on FAA enroute centers. The article is aimed at increasing pilot understanding of the center environment since the introduction of automatic flight data and radar data processing.

HEALTH BENEFITS OPEN SEASON . . . The annual health benefits open season will run from Nov. 15 through Nov. 30, 1974. During open season, an eligible employee not currently registered in any of the medical insurance plans within the Federal Employees Health Benefits Program may enroll in a plan. An enrolled employee may change from one plan or option to another, or from self only to self and family, or a combination of these. Employees not wishing to make a change need take no action during the open season. All employees should be provided with two open season items: a brochure entitled Open Season Instructions and Information About Plan Changes Effective January 1, 1975, and a Premium Rates Sheet advising of the bi-weekly premiums for the various plans. Any employee who has not received this material by Nov. 15 should ask his or her supervisor to request it from the servicing Manpower Division.

BRIEFING ON UPGRADED THIRD ATC SYSTEM . . . An industry briefing on the enroute computer software development requirements for the Upgraded Third Generation Air Traffic Control System (UG3RD) has been scheduled by the agency for Nov. 22 at Headquarters. The present NAS Stage A enroute automation system, now in the final implementation phase at the 20 NAS centers in the continental U.S., provides automatic printing and routing of flight plan data as well as direct radar readout of aircraft identity, altitude and other data. The UG3RD system is based on an evolutionary expansion of the present enroute computer capability at the 20 centers to perform additional air traffic management functions such as predicting traffic conflicts and suggesting ways to resolve them.

FAA HANGAR GUTTED . . . One of the agency's flight inspection DC-3 aircraft was destroyed last week when the FAA hangar at Anchorage, Alaska, International Airport was gutted by fire believed to have been caused by sparks from a welder's torch. Also lost were spare parts, avionics and other pieces of equipment as well as a YS-11 and a Lockheed Electra owned by Reeves Aleutian Airlines which rents part of the hangar. According to late reports, the fire is not expected to impair FAA operations in the area since the Air Force has already given the agency hangar space at near-by Elmendorf AFB.

MEETINGS SLATED . . .

- November 13-15 - Civil Service Course in Advanced Secretarial Techniques, Room 206, ARB.
- November 13 - Supply Lecture, Room 206A, ARB.
- November 20 - Employees Association Board Meeting, Room 337, Headquarters.
- November 20 - Special briefing, 20 members, Denver, Colorado Chamber of Commerce, Room 337, Headquarters.

FAIR LABOR STANDARDS ACT (FLSA). . . Basic features of the FLSA were furnished in letters to all supervisors dated April 20 and May 10, 1974 and to all employees in an article in the July 17 issue of Intercom. The most significant provision of the Act is the guarantee of time and one-half overtime pay to covered employees for work in excess of 40 hours in a week. We have been unable to implement the Act because determinations still have not been made as to which employees are covered. This legislation also raised many technical and legal questions and these and anticipated problems have been submitted by the agency to the Civil Service Commission; the answers have not yet been provided. Until the Act can be implemented, employees will continue to be paid under Title 5, U.S.C., as they were prior to coverage of Federal employees as of May 1, 1974. Since all overtime worked is payable to covered employees whether authorized or not, we wish to emphasize that supervisors must assure that no employees work overtime unless it is properly authorized, and if it is not authorized, employees are not to work. Also, until final instructions are received, all overtime must be diligently recorded as to specific hours and minutes in excess of 8 hours per day and in excess of 40 hours in a week; these records must be retained. This action is necessary so that any extra overtime payments due employees upon application of the Act may be made retroactively to May 1, 1974. We will furnish additional information on this subject as it is received.

FROM YOUR EMPLOYEES ASSOCIATION . . . The Christmas Dance is coming up December 7, 1974 at the Appliance Building at the Fairgrounds - Time: 9:00 - 1:00 a.m. Tickets may be purchased in advance from your Employees Association Representatives and the Employees Association Office in Room 141 - advance tickets will cost \$3.00 per person and \$3.50 at the door. Make plans now on coming and having fun. Theater Center - December 4-15 - "Stop the World, I Want to Get Off" - tickets \$3.75. Hockey tickets available at your EA. Post your want ad on the EA bulletin board. Use the EA duplicating machine - 10¢ per copy. FAA business cards available at your EA. Gaslight Theater Dinner - Nov. 21 - "One Up, One Down & One Pending". Gaslight Theater Dinner - December 15 - "Beginners Luck" - reservations need to be made by December 2.



Russell Stover candies at discount prices will be available for purchase on November 21, 22, and 25. The candy will be sold from 11:00 to 1:00 p.m. each of the three days and from 3:00 to 4:00 p.m. on the 21st. Sales will be conducted in the old location of the FAA Credit Union - Room 133. Savings of 40% off retail price will be realized.

COMBINED FEDERAL CAMPAIGN . . . Contributors to the 1974-75 Combined Federal Campaign are to be commended for the fine showing they made for the Aeronautical Center and for the Department of Transportation in the Oklahoma City area. Employees again exhibited truly responsible citizenship and human concern for those less fortunate. Our sincere appreciation and thanks go to all contributors and to campaign coordinators and keymen who worked so diligently to achieve this success. Employees of the Aeronautical Center and the other DOT organizations in the community contributed \$117,460 with 97% participation.

The following is an accounting by organization:

	Organization	% of Participation	Amount Contributed
AAC-1	Office of the Director)		
AAC-2	Deputy Director)		
AAC-3	Executive Officer)		
AAC-5	Public Affairs Office)		
AAC-6	Planning Staff Office)	100	3,936.68
AAC-7	Aeronautical Center Counsel)		
AAC-8	Operations Staff)		
AAC-9	Civil Rights Staff)		
AAC-80	Audit Division)		
AAC-90	Air Transportation Security Div.)		
AAC-10	Manpower Division	100	2,419.66
AAC-20	Accounting Division	98	2,860.20
AAC-30	Budget Division	100	1,381.00
AAC-40	Administrative Services Div.	100	3,492.78
AAC-50	Plant Engineering Division	100	3,932.75
AAC-60	Management Analysis Division	100	779.48
AAC-70	Procurement Division	98	4,019.84
AAC-100	Civil Aeromedical Institute	96	5,409.36
AAC-200	Flight Standards Technical Div.	98	6,066.27
AAC-300	Data Services Division	93	5,837.06
AAC-400	FAA Depot	94	20,037.78
AAC-800	Aircraft Services Base	99	12,758.28
AAC-900	FAA Academy	97	24,658.89
AAC-1000	Airway Engineering Support Div.	100	2,457.74
AFS-500	Flight Inspection Nat'l Field Off.	100	5,943.48
TES-15	TSI & RR Admin.	100	750.00
ASW	Southwest Region	87	6,814.46
CG	U.S. Coast Guard Institute	94	2,365.50
FH	Federal Highway Administration	100	1,539.00
	TOTAL DOT SECTION	97%	\$117,460.21

November 13, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: November 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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-300	Coding Clerk, GS-357-4	AAC-130	300-B
74-301	Administrative Officer, GS-341-12	AAC-100	341

	<u>AIRCRAFT SERVICES BASE</u>		
74-302	Electronics Technician, GS-856-11	AAC-830	856

Qualification standards require at least one year specialized experience in avionics.

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Edward A. Brestle	ATC Specialist (Center - Inst.)	AAC-930	74-26
Virgil Gettis	Equal Opportunity Officer	AAC-9	74-195
Lyle B. Cartwright	Supervisory Medical Officer	AAC-100	74-235
Henri M. Pete	Education Specialist	AAC-930	74-239
Olivia Houston	" "	"	"
Georgetta West	" "	"	"
Charles Gage	General Engineer	AAC-1000	74-240
Lloyd M. Ellis	" "	"	"
Joshua S. Mann	Training Administrator	AAC-140	74-247
Paul Scott	Mail Clerk	AAC-45	74-257
Helen L. Dare	Payroll Clerk	AAC-24	74-263
LaVeta M. Franklin	" "	"	"
Tommie Johnson	Secretary (Stenography)	AAC-7	74-272
Ronald D. Vaughan	Computer Operator	AAC-340	74-274
Dale Deatherage	" "	"	"
Lillian Mullins	" "	"	"
Gayle Fransen	Clerk-Typist (OCR)	AAC-203	74-275
Howard E. Brown	Toolmaker	AAC-440	74-278
Naomi G. Johnson	Clerk-Stenographer	AAC-100	74-282
Donna Haley	Clerk-Typist	AAC-430	74-283
Robert G. Dempsey	Inventory Management Specialist	AAC-480	74-288
Virginia Swimmer	Supervisory Conveyance Examiner	AAC-252	74-293



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

74-47 November 20, 1974

FOUR PLANES ON LINE

JETS START INSPECTION FLIGHTS

The first of the new FAA jets--the Jet Commanders--have begun to take over flight inspection duties from the reliable, but aging, DC-3s. Four of the jets now are actively involved in flight inspection from Flight Inspection Field Offices (FIFOs). Two are operating from Oklahoma City and two from NAFEC, where all four of these jets are eventually slated to be stationed. Although the new planes are being used only on a limited basis while the on-board computers are programmed for flight inspection, some DC-3s already are being pulled out of service, though not yet up for sale. Eventually all of the "Threes" will be replaced by a fleet of five Jet Commanders and 15 Sabreliners. The new 400-knot planes will accomplish about twice the workload of the DC-3s which have carried most of the flight inspection workload to date. Primarily responsible for the improved efficiency of the new planes is the jets' higher speed and the computerized flight inspection system.

ATC VIA SATELLITE

Last week, for the first time in history an aircraft was given routine air traffic control instructions via aeronautical satellite relay. This happened when Erroll Porter, an ATC demonstration project controller at NAFEC, issued a route change to an FAA KC-135 aircraft during a test using the ATS-6 satellite. The tests, designed to demonstrate the feasibility of such communications, took place when the plane was about 2,000 miles away, approximately 365 miles west of the Azores. At the same time, Kenneth Weinbrecht, an oceanic sector controller in the New York ARTCC, spoke to the aircraft. This was the first time a controller on duty at an ATC facility had spoken to a plane via the satellite. Weinbrecht's voice was telephone patched into the (Continued on page 3)

NEW ASSOCIATE

Appointed Associate Administrator for Administration last week was Charles E. Weithoner who had previously served two years as Deputy Associate Administrator and was Special Assistant to the Associate Administrator from July 1964 to February 1967. After completing that job he returned to the Department of Transportation where he most recently served as Deputy Director of Management Systems and before that Deputy Director of Personnel and Training in the Department. In 1972 he came back to FAA as Deputy Associate Administrator. He was awarded the Dot Exceptional Service Award in 1969.



RAIN OR SHINE . . . The agency has awarded a contract to a minority business firm, Input Output Computer Services, Inc., for a study of FAA's Limited Aviation Weather Reporting Station (LAWRS) system. Under the contract, the Cambridge, Mass., firm will study and evaluate the LAWRS weather data collection and dissemination system and formulate recommendations for more efficient operating procedures. The contractor also will analyze alternative automation techniques while assessing their impact on the system, evaluate the cost efficiency of alternative system procedures, make recommendations for hardware and software system components and provide technical data to FAA for use in implementing system improvements. The agency operates a network of more than 100 LAWRS around the country for use by controllers, pilots and airplane operators.

MILESTONE FOR GADO CHIEF . . . What may very well be a record was set recently by Allentown, Pa. GADO chief John Doster when he gave his 1,000th jet flight test to a young company pilot from Hagerstown, Md. The pilot, it turned out, happened to be the son of an FAAer, George Marville, a general aviation operations inspector at the Philadelphia GADO. Doster, who goes back 40 years in the flying business, has accumulated almost 20,000 hours flight time to date. His total number of flight tests given is near the 5,400 mark, and he has participated in almost 1,500 aircraft accident investigations. Doster has been with the agency since 1941 and has been chief of the Allentown GADO since 1966.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL-2 years: PC-35/74 Aviation Forecasting Officer, P-4, Gross U.S. \$22,680 per annum and Net (free of tax) U.S. \$16,542 per annum. Applications due in AIA-29 by 12/2/74. 2 years: PC-36/74 Systems Development Officer, P-3/P-4, Gross U.S. (P-3) \$18,410 per annum and Net (free of tax) \$13,766 per annum. Gross U.S. (P-4) \$22,680 per annum and Net (free of tax), \$16,542 per annum. Applications due in AIA-29 by 1/6/74. 3 years: PC-37/74 Assistant Recruitment Officer, P-2/P-3, Gross U.S. (P-2) \$14,780 per annum and Net (free of tax) \$11,346 per annum. Gross U.S. (P-3) \$18,410 per annum and Net (free of tax) \$13,766 per annum. Applications due in AIA-29 by 12/6/74. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

USE RAISE FOR SAVINGS BONDS . . . The Interdepartmental Savings Bonds Committee is encouraging Federal employees to spend some of the recent raise on U.S. Savings Bonds. In this way employees can save the painless way by signing up for Bonds under the payroll deduction plan before they get used to the fatter paychecks. If you follow these suggestions, you will have the money for vacations, education, new homes and all the other good things that make for a happy life.

ATC VIA SATELLITE (Continued from page 1) . . . Experimental Oceanic Air Traffic Control Laboratory at NAFEC and relayed from there to the NASA ground station in Rosman, N.C., where it was flashed to the satellite and from there to the plane over the Atlantic. Commenting on the quality of the direct voice contact, Weinbrecht said, "This is the best I've had in four years experience working oceanic air traffic control." The experimental oceanic lab at NAFEC is the ground test facility for the ATS=6 ATC communications demonstrations. The tests are a joint effort involving the U.S., Canada and the European Space Research Organization (ESRO).

LONG-TERM TRAINING AND WOMEN . . . Women employees in grades 11 through 15 are encouraged to apply for one of the Long-Term Training programs. As indicated in Intercom dated November 6, 1974, nominations must be received in AAC=17 no later than December 2, 1974. For further information call AAC=17, extension 4156.

DRUG ABUSE = IT'S DANGEROUS . . . The FAA Drug Awareness Committee has obtained an informative checklist which may be helpful for parents, employees, and supervisors to become alert to the symptoms and dangers of drug abuse. Here are some common symptoms to check for. Change in work or school attendance, discipline and grades-- unusual flare-ups or outbreaks of temper-- poor physical appearance-- wearing of sunglasses at inappropriate times to hide dilated or constricted pupils-- long sleeve shirts worn constantly to hide needle marks-- change in the character of work (or homework) accomplished-- sly or secret behavior regarding drugs and possessions-- association with known drug abusers and rejecting old friends-- disappearance of clothing and personal belongings from home-- spending unusual amounts of time in locked bathroom-- inhabiting odd places such as closets, storage rooms, etc. to take drugs. The entire checklist, prepared by Drugs Package, Inc., is available by writing to the Washington INTERCOM, AIS-300, FAA, 800 Independence Ave., Washington, D.C. 20591.

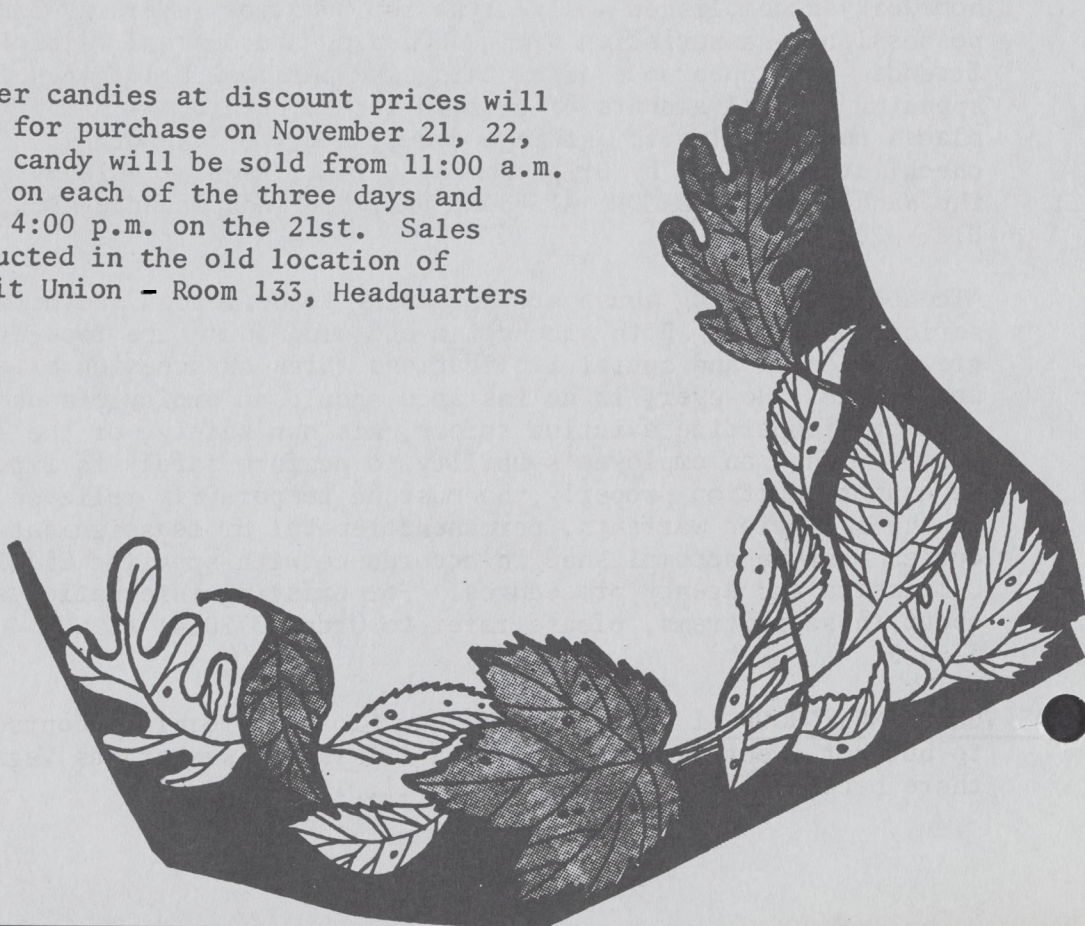
Alcoholism and drug abuse are beginning to be recognized more and more as serious problems. Both alcoholism and drug abuse are recognized as having growing health and social implications which on occasion extend into the work force. However, in no instance should an employee's use of alcohol or drugs jeopardize aviation safety, his own safety, or the safety of others. When an employee's ability to perform safely is impaired and he cannot function properly, he must be temporarily relieved of his duties. If the situation warrants, permanent removal or reassignment from these duties must be accomplished in accordance with specific Civil Service Commission and agency procedures. For existing information and guidelines about these programs, please refer to Order 3750.4, AC SUP 4 and to Order 3750.5.

LAS VEGAS, NEW GROUP II TCA . . . The new Group II Terminal Control Area referred to but not identified in last week's INTERCOM was at Las Vegas. The TCA there became effective on November 11, 1974.

FS RETIREES REPORT ON REUNION . . . The Flight Standards Retirees, an organization of former FS employees, plus a few still in the division who will own up to being 50 so they can be members, last week issued a report on their third annual reunion which was held October 9-11 at the Airport Marina Hotel at the Dallas/Ft. Worth Airport. Tallies show that 114 members and spouses took part in the affair and decided, among other things, to do it all over again next year on October 8-10 in San Antonio. Winning awards at the get-together were Jerry Annis, who was "voted" oldest in attendance. (It was noted that Jack Jaynes, Bill Moore, Joe Shumate and Mack Clark were out of pocket when the winner was being decided.) The contest for members coming the farthest distance to the convention ended in a tie between Mr. and Mrs. Harold Strawn, from Medford, Ore., and Mr. and Mrs. Bill Clark of Cape Coral, Fla. Officers elected for 1975 are Johnny Vaughan, president; Harold Turnpugh, vice-president; and Frank Hand, Secretary-Treasurer.

FROM YOUR EMPLOYEES ASSOCIATION . . . DANCE! DANCE! DANCE! The Employees Association Christmas Dance is December 7 in the Appliance Building at the Fairgrounds - TIME: 9:00 p.m. - 1:00 a.m. TICKETS may be purchased in advance from your Employees Association Representatives and the Employees Association Office in Room 141 - advance tickets are \$3.00 per person and \$3.50 at the door. Information on a cruise to the Lower Caribbean featuring six Ports of Call departing from San Juan. Hockey tickets available at the EA. Gaslight Theater Dinner = November 21 - "One Up, One Down & One Pending." Gaslight Theater Dinner = December 15 - "Beginners Luck" - reservations need to be made by December 2.

Russell Stover candies at discount prices will be available for purchase on November 21, 22, and 25. The candy will be sold from 11:00 a.m. to 1:00 p.m. on each of the three days and from 3:00 to 4:00 p.m. on the 21st. Sales will be conducted in the old location of the FAA Credit Union - Room 133, Headquarters Building.



November 20, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: November 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.

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

<u>ACPP NO.</u>	<u>POSITION, TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
74-304	Medical Record Technician (Typing), GS-675-4	AAC-130	675
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-305	Secretary (Stenography), GS-318-5	AAC-240	318
	<u>DATA SERVICES DIVISION</u>		
74-306	Secretary (Stenography), GS-318-5	AAC-320	318
	<u>FAA ACADEMY</u>		
74-307	Training Specialist, GS-1712-5	AAC-933	1712

This position has promotion potential to GS-9 without further competition.

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Arlie D. Hardesty	Air Conditioning & Heating Equipment Operator	AAC-55	74-264
Curtis J. Lance	Civil Engineering Technician	AAC-1000	74-270
Charles Henderson	Materials Expediter	AAC-430	74-276
Sherry R. Pugh	Clerk-Typist	AAC-430	74-283
Mary K. Schleaf	Inventory Management Specialist	AAC-480	74-284
Suzanne Holbrook	Program Assistant (Typing)	AAC-210	74-286
Sara W. Sprinkle	Secretary (Stenography)	AAC-1000	74-289
Dwight R. Moffatt	Electrical Engineer	AAC-1020	74-290
Paul J. Best	Airspace System Inspection Pilot (Procedures)	ACY FIFO	FINFO-74-32



AERO CENTER intercom

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

74-48 November 27, 1974

PERSONNEL APPOINTMENTS

Appointed Director of the Office of Personnel and Training last week was F. E. Whitfield who had been Deputy Director of that office. Prior to that appointment, he was in the Executive Development Program and before that Chief of the Manpower Division in the Southwest Region. A one time Weather Bureau employee, Whitfield is a U.S. Navy veteran. He joined the agency in 1961 as Chief of the Compensation Branch, Personnel Division, Central Region. Donald B. Rock, who previously served as Director and before that as Deputy Director of the Office of Management Systems, has been appointed Deputy Director of the Office of Personnel and Training. Before being appointed Deputy Director of MS, Rock held several other top jobs in that office, including Chief, Data Systems Division. A U.S. Army veteran, he joined the agency in 1961 as a supervisory digital computer analyst.

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TO GET SPECIAL CITATIONS AND CASH AWARDS

FOUR HONORED FOR FLIGHT SAVES

Four air traffic control specialists from three different facilities have been honored by the agency for giving outstanding assistance to airborne persons in trouble over the past year. They are Richard C. Gardner, Tallahassee, Fla., Tower; Vernon L. Gray and Darrel E. Scheidegger, Arcata, Calif. Flight Service Station; and Charles R. Bliss, Kenai, Alas., Flight Service Station. Each winner will receive a special citation and cash award at ceremonies scheduled for Dec. 4, at Washington Headquarters. Gardner, who is an instrument flight instructor, talked to a lost, disoriented pilot for two hours. Finally, the dynamic controller arranged with the police and fire departments to block off part of an interstate highway and talked the pilot down to a night landing on the highway, which by then was lined with the lights of police and emergency vehicles. Specialists Gray and Scheidegger teamed up to reassure and help a pilot who had inadvertently gone into a spin in deteriorating weather. The pilot was suffering from vertigo when the specialists told him to let go of the controls and allow the plane to right itself. After the pilot established visual contact with the surface, the specialists guided him to a safe landing at Arcata Airport in spite of extremely bad weather. Bliss was (Continued on page 3)

AF COMES UP WITH FIX

For doing in two weeks what might be expected to take a year, eight Airway Facilities Service electronic engineers and one engineer from NAFEC have received Special Achievement Awards. Controllers at Indianapolis and other enroute centers were getting erroneous displays of radar target information. That's when the engineers went to work and in less than two weeks developed, tested and installed a major modification to the radar data processing equipment at Indianapolis. (Continued on page 2)

THE "FIX" (Continued from page 1) . . . This modification involved 11 printed circuit boards and over 500 wiring changes. As a result, targets which previously blended together on the controller's scope were separated. The engineers also solved a second problem which was related to improver grounding. Receiving the awards were: Charles E. Baxter, Louis L. Olsen, Ronald I. Cowles, Henry M. Federlin, William C. Swanseen, Glenn L. Waugaman, C. Robert Wright and Gerald Thompson, all from the Airway Facilities Service in Washington, and Harry Fox from NAFEC.

BUTTERFIELD TALKS OUT . . . Administrator Butterfield called on FAAers "to be very open, very proud and stand tall," in his most recent candid talks to Headquarters employees. He emphasized that we are the Federal agency responsible for U.S. civil aviation safety and promotion. During the series of one hour talks he outlined the organizational changes and achievements made since he became Administrator, and went on to enumerate the agency's goals and objectives which he listed as: safety; minimizing the accident rate; security; productivity; U.S. leadership in world aviation; preservation of the environment; effective use of energy; increased emphasis on hiring women, minorities and young people; assuring that aviation fulfills its role in the overall transportation picture; increased public understanding and increased involvement of state and local groups in aviation. Speaking informally and without notes, he said he hopes to give similar talks about every six months.

ALL ABOUT MAINTENANCE . . . The Airway Facilities Service is currently developing a computer program that will collect and disseminate maintenance information about FAA facilities throughout the National Airspace System. The program, called MARS for Maintenance Oriented Reporting System, will use the sophisticated computers already installed at the 20 NAS enroute centers as collection and dissemination points. Included in the information available from the system will be system histories which a technician can refer to when correcting a failure and schedules for preventive maintenance. The reporting system also will keep track of daily outages. Currently under development at NAFEC, the system is based on preliminary program development and testing done in the Western and Great Lakes Regions.

BEWARE OF GIFTS . . . With the holiday season again upon us, employees should keep in mind guidelines in connection with acceptance of gifts from persons having dealings with the Department of Transportation. Regulations prohibit the acceptance of gifts or favors of monetary value from a person who has or is seeking business or financial relationships with the Department, conducts operations regulated by the Department or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. Exceptions to this general policy are provided for when the gift or favor is motivated by a family relationship or when it involves food or refreshments of a nominal value made in connection with a business meeting. For full details, see Order 3750.3A or check with your servicing Manpower Division.

ANNUITY GOES UP NEW YEAR'S DAY . . . There will be an annuity increase of 7.4 percent effective Jan. 1, 1974, the Civil Service Commission announced last week. Eligible for the increase are all Federal workers on retirement rolls on the first of year. Those who retire after Dec. 31, 1974 will receive the higher of: (1) an annuity computed on their service up to Dec. 31 plus the 7.4 annuity increase; or, (2) their earned annuity computed on their total creditable service to the date of retirement.

CENTER AUTOMATION MOVES AHEAD . . . Three more enroute centers are scheduled to go operational with Radar Data Processing before the end of the year. The Atlanta Center is expected to successfully complete its Operational Readiness Demonstration (ORD) this week while Washington and New York are scheduled to go operational around mid-December. This computer-based system electronically writes out aircraft altitude and identity directly on the radar scope for controllers to read. This equipment has already been commissioned at Los Angeles, Kansas City, Cleveland, Oakland, Fort Worth, Indianapolis, Memphis, Seattle, Denver, Jacksonville and Chicago.

FLIGHT SAVES (Continued from page 1) . . . on duty at the flight service station when he received an electrifying call. A passenger in a single engine float plane radioed that the pilot apparently had suffered a heart attack. Bliss' job was to direct the passenger, who had very little flying experience, to a suitable landing place and talk him down. A pilot himself, Bliss was able to explain the use of flaps and float plane landing techniques. The landing was successful and the passenger was unhurt. Unfortunately the stricken pilot was dead.

PERFORMANCE MEASUREMENT SYSTEM FOR MAJOR AIRPORTS . . . A Performance Measurement System (PMS) has been designed by the Operations Research Branch of the Air Traffic Service Executive Staff and was recently implemented at six high density airports, Atlanta, JFK and LaGuardia in New York, Philadelphia, Washington National and Chicago O'Hare. The PMS indicates, on a daily basis, how well these airport facilities utilize their runway capacities during high demand hours. It allows analysis of delay data to determine what causes delays and keeps these airports from fully using their capacities. Data is reviewed daily by FAA management. The major element of the PMS involves a comparison of hourly actual runway operations against an hourly runway capacity standard. This benchmark is the total number of runway operations that can be expected for various runway configurations under existing weather conditions. ATS Operations Research Analysts developed these standards using research techniques and through discussions with the field facilities. The PMS program will be expanded to cover a total of 16 airports by the end of January 1975.

CAMI CHIEF ELECTED TO BOARD . . . Dr. J. Robert Dille, Chief of the Aeromedical Research Institute at the Aeronautical Center, has been named to the Board of Regents of the American College of Preventive Medicine. Dr. Dille was elected at the recent College convention in New Orleans. The group holds its meetings in conjunction with the American Public Health Association.



HAZARDOUS WEATHER ADVISORY FOR EMPLOYEES . . . On occasions, the Aeronautical Center Director has, during hazardous weather conditions, made the decision to excuse employees from duty. In order to provide the necessary information to employees, the following channels are to be observed:

1. Employees at work will receive word from their supervisors, who will be advised through channels when they are to be excused from duty.
2. Employees not at work will be informed through early morning radio and television announcements on Oklahoma City stations when the Director has determined that they will be excused from reporting to work.
3. Employees who work on shifts other than the normal Monday through Friday daytime hours, will be informed through radio and television announcements, or when possible by their supervisors.
4. Employees who have been identified as "Essential" will be expected to report for work as usual.

For additional information concerning excused absence during hazardous weather conditions, refer to Absence and Leave Handbook 3600.4, paragraphs 72-73, and AC SUP 3, AC Appendix 1 to that Handbook, paragraph 5b.

3M COPIERS SHOWING AND DEMONSTRATION . . . R. K. Black, Inc., will have a continuous showing and demonstration of 3M copiers in Room 206A of the Aviation Records Building. For your convenience, showings will be December 3 and 4, Tuesday and Wednesday, 9 a.m. to 4 p.m. each day.

**OFFICE
MACHINES**

SPECIAL FLIGHT SAFETY MEETING . . . A seasonal Weather Briefing, "Wintertime Weather" will be presented Tuesday, December 10, 1974, at 1:30 p.m. in the Headquarters Auditorium. A repeat session is scheduled for Wednesday, December 11, 1974, at 9:30 a.m. The briefings will be presented by Stan McGrail, Weather Forecaster, and will include films and other visual aids. All flight crew members and other interested personnel should attend one of the sessions.



RESTORATION OF FORFEITED ANNUAL LEAVE. . . . In a recent Intercom article (November 6), we reported that the question as to whether unused annual leave earned in the 1974 leave year would be forfeited by employees on sick leave pending disability retirement had been submitted by the agency to the Civil Service Commission. We have received the following information for the agency concerning this matter:

In a pending disability retirement case, where annual leave was scheduled and approved in writing before November 24, 1974, and the employee does not elect to use annual leave in lieu of sick leave, the annual leave so forfeited will be restored to a separate leave account. An employee may request to have the forfeited leave restored to a separate leave account after the end of the 1974 leave year. Upon separation, an employee is entitled to a lump-sum leave payment for his carry-over leave balance, plus any restored leave in a separate account, plus his earned and unused annual leave for the year of separation.

TSI MAN RECEIVES HONOR. . . . TSI's program manager for aviation safety, William H. Allen, has been named to the Who's Who Among Students In American Universities and Colleges for 1974. Allen, who will receive a degree in Aviation Business Administration in January, 1974 from Oklahoma City University, was nominated by the university.

FROM YOUR EMPLOYEES ASSOCIATION. . . . Remember the Employees Association Dance coming up December 7, 1974 in the Appliance Building at the Fairgrounds - Time: 9:00 to 1:00 a.m. - Tickets available in advance from your Employees Association Representatives and the Employees Association Office, Room 141, Headquarters Building, tickets \$3.00 in advance - \$3.50 at the door. Theater Center - December 4-15, "Stop the World, I Want To Get Off" - Tickets - \$3.75. Hockey tickets available at the EA Office. Post your want ad on the EA bulletin board. Use the EA duplicating machine: 10¢ per copy. FAA night at the Gaslight Dinner Theater - December 15, "Beginners Luck" - reservations need to be made by December 2. OCU basketball games - Frederickson Field House at OCU - Time: 8:00 p.m., December 2 - TCU and December 5 - Baylor - Price \$1.00. Tour of the Lower Caribbean featuring Six Ports of Call departing from San Juan - March 17-24, 1975.

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: December 11, 1974

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-38	Aircraft & Avionics Maintenance Officer, GS-301-13	MSP F1FO	301

November 27, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: December 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.

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

<u>ACPP NO.</u>	<u>POSITION, TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>OPERATIONS STAFF</u>		
74-310	Communications Control Center Coordinator, GS-301-12	AAC-8	301-14
	<u>MANPOWER DIVISION</u>		
74-311	Supervisory Staffing Assistant, GS-203-7	AAC-14	203
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-312	Clerk-Typist (OCR), GS-322-4	AAC-203	300-2
74-313	Coding Clerk, GS-357-4	AAC-250	300-B
	<u>DATA SERVICES DIVISION</u>		
74-314	Computer Operator, GS-322-5	AAC-340	322
Promotion potential to GS-7 without further competition.			
74-315	Secretary (Stenography), GS-318-5	AAC-310	318
74-316	Peripheral Equipment Operator, GS-332-4	AAC-340	332
	<u>FAA DEPOT</u>		
74-317	Warehouseman, WG-6907-6	AAC-430	JE-6907
	<u>FAA ACADEMY</u>		
74-294	Electronic Technician (Instruction), GS-856-11	AAC-950	856

Employees selected for these positions 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

November 29, 1974

SPECIAL EDITION

INJURY COMPENSATION AMENDED by PUBLIC LAW 93-416

The following article explains in general terms some of the more significant changes made to the Federal Employees' Compensation Act by the 1974 Amendments. The Civil Service Commission is currently revising its regulations in accord with the law, and FAA will update its own guidelines accordingly. During the interim, any questions concerning these changes may be directed to the Aeronautical Center Injury Compensation Officer, Ext. 4635.

THE FEDERAL EMPLOYEES' COMPENSATION ACT (FECA)

Provides compensation benefits to civilian employees of the Federal Government, due to personal injury while in performance of duty, or due to employment-related diseases. The Act also provides payment of benefits to certain beneficiaries if an employee's death results from a job-related injury or disease.

THE 1974 AMENDMENTS--

Were signed by President Ford on September 7, 1974, and except for section 11, became effective that date. Section 11 is effective November 6, 1974 and applies to all disabling injuries occurring on or after that date.

MAJOR PROVISIONS OF THE AMENDMENTS

When a Federal employee sustains a traumatic job-related injury and files a claim under the Act, section 11 requires the employing agency to continue to employee's pay for the period of disability, not to exceed 45 calendar days, under regulations promulgated by the Office of Workers' Compensation Programs (OWCP). Non-traumatic injuries and occupational diseases and illnesses are not included under this section.

Note: Supervisors must indicate in the remarks portion of the Time and Attendance Card "Traumatic Injury" and give the date and hour of the injury. Also, the Occupational Safety Office, AAC-18, should be notified immediately of any lost-time traumatic injury which is job-related on Ext. 4635.

A traumatic injury is defined as a wound or other condition of the body caused by external force, including physical stress or strain. The injury must be identifiable as to time and place of occurrence and member or function of the body affected; and be caused by a specific event or incident or series of events or incidents within a single day or work shift.

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November 29, 1974

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If a Federal employee returns to Federal employment following a period of disability (which results from a job-related injury), the entire time off work while in receipt of compensation will be credited to his/her employment record for within-grade increases, job retention and other rights and benefits based on length of service.

Under regulations to be issued by the U.S. Civil Service Commission, an injured Federal employee is guaranteed the right to return to his or her former job, or an equivalent position, if he or she recovers from the injury within one year. The employee is also entitled to all applicable rights he or she would have had, or acquired, had the injury and disability not occurred.

Although a disabled employee's physical condition may improve to the extent that he or she is no longer totally disabled, compensation payments based on total disability may continue if the employee is enrolled and participating in an approved vocational program.

Employees, or beneficiaries in death cases, may receive benefits payable by the Veterans Administration while receiving benefits under the FECA as long as such payments are not for the same injury or death. An employee may also receive retirement or retainer pay (based on prior U.S. military service), concurrently with FECA benefits subject to the limitations on receipt of dual compensation by retired military personnel.

The Amendments extend the time for filing notice of injury or death from 48 hours to 30 days and the time for filing a written claim for compensation from one to three years. Also, a timely filing of a disability claim will now satisfy the time requirements of a death claim based on the same disability.

Principal survivor's benefits in death cases generally are increased by 5 percent. A widow or widower who does not have minor children will now receive 50 percent of the decedent's base salary, payable every 4 weeks. If the widow or widower has minor children, the compensation rate is 45 percent for the widow or widower plus an additional 51 percent for each child. All compensation rates are subject to a maximum of 75 percent of the decedent's base salary.

In addition to permitting an injured employee to obtain medical care from a medical facility or physician of his/her choice, (within a reasonable distance from home, place of injury or place of work) the Amendments add podiatrists, dentists, clinical psychologists, optometrists, and chiropractors to the list of authorized physicians permitted to extend medical service. The service of a chiropractor is limited to manual manipulation of the spine to correct an abnormal subluxation which has been proven by X-ray.

These additional categories included in the definition of "physician" reflect a recognition of the need for specialized professional services which should be available directly to the disabled worker. Until the 1974 Amendments, such services had been available only through referral by a treating or supervising medical doctor or osteopathic practitioner.

The definition of the term "injury" under the Act is enlarged to include damage to or destruction of medical braces, artificial limbs, and other prosthetic devices. However, the Amendments provide that eyeglasses and hearing aids will not be replaced or paid for unless the damage or destruction is concurrent with an injury which requires medical services.

Compensation in the form of a schedule award is now payable for certain internal and external organs as designated by the OWCP.

The 3-day waiting period, during which compensation is withheld, shifts to the terminal end of the 45-day period. Compensation is now payable for the 3-day waiting period after only 14 days of compensable disability.

The Amendments remove the 2-month waiting period previously required in adjusting compensation payments following a 3 percent rise in the price index for 3 consecutive months over the price index for the latest base month.

Monthly compensation payments in death cases may now exceed the decedent's monthly salary if such excess is created by adjustments due to cost-of-living increases.

FECA coverage is extended to all eligible Federal employees who are relieved from their regular duties to enable them to serve as Federal grand or petit jurors. The intent of this provision is to provide coverage on the same basis as if the employee were on a special mission as part of his or her Federal employment.

Maximum allowance for an attendant is raised from \$300 to \$500 a month, and the vocational rehabilitation maintenance ceiling is increased from \$100 to \$200 a month. An additional \$200, over and above the regular funeral-burial allowance, is payable in death cases.

Compensation payments are terminated when a widow or widower remarries, except that the Amendments now require that such payments continue if the widow or widower is 60 years old or older at the time of remarriage.



AERO CENTER intercom

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

74-49 December 4, 1974

AERONAUTICAL CENTER DEPUTY

Cal Davenport, who has been Acting Deputy Director of the Center since July 1, has been confirmed in that position. For three years Davenport was Chief of the FAA Depot. Davenport joined the Center in June 1959 as Chief of the Cost Accounting Branch. He is a 1956 graduate of Oklahoma City University

LUNDQUIST RETIRES

Associate Administrator for Engineering and Development, Gustav E. Lundquist, retired from FAA last month. A retired Air Force Brigadier General, he joined the agency in 1969 as Director of the National Air-space System Program Office (NASPO). During his five years with the agency, he received the FAA Meritorious Service Award and the DOT Award for Meritorious Achievement.

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Office, AAC-5

RECOMMENDATIONS GIVEN TO MANAGEMENT

ATCS GROUPS MEET AT HQ

"Reverse handoffs" between automated facilities and the national beacon code allocation were two of the recommendations discussed by controllers during the ninth annual Controllers Operations and Procedures (COPCOM) meetings which were held in Washington at the same time as the FSS Operations and Procedures (FSSCOM) meetings. The conferences, held as part of the continuing program to provide firing line employees with a direct line to top levels of agency management, lasted two weeks and ended on Nov. 22. The agendas of the two separate meetings related to the participants' actual work at facilities throughout the country. In all, the flight service station specialists came up with 157 recommendations while the controllers discussed 88 items. (Continued on page 3).

WEATHER INFO CUTS ACCIDENTS

According to a study conducted by the Aircraft Owners and Pilots Association (AOPA), general aviation safety has substantially improved in three western states where FAA has instituted Enroute Flight Advisory Service (EFAS) which gives pilots direct radio information about weather from specially trained flight service station specialists. AOPA said that during the study period, weather-related general aviation accidents which resulted in fatalities decreased 9.09 percent in California, Washington and Oregon where the service is available. During the same period, weather-related fatal accidents increased in Eastern states where the EFAS service is not operating. An increase in general aviation activity in the three Western states during the study period was not reflected in the final figures, but, according to AOPA, this increase would indicate an even more favorable result from the EFAS service.

USER TAXES PROPOSED . . . President Ford last week announced a legislative package was going to the Congress proposing the collection of departure fees from general aviation aircraft to support FAA terminal air traffic control services. Congress also was asked to remove the current prohibition against the collection of administrative fees to pay for FAA certification and licensing activities. Proposed was a \$10 departure fee at airports providing radar based air traffic control services and a \$5 fee at airports with non-radar towers. Touch-and-go operations, usually associated with training, would be exempt from fees. The proposed administrative fees would be charged for type and production certificates, airworthiness certificates, and pilot certificates, among other things. Charges for certificates would vary. For example, \$160 to \$400 might be charged for an airworthiness certificate while the fee for a private pilot certificate could run from \$12 to \$75 as currently envisioned.

MORE ARTS II ORDERED . . . Another step toward ATC automation was taken last week when the agency purchased 22 additional automated radar terminal systems (ARTS II) from the Burroughs Corp. of Paoli, Pa. This is the second buy of this equipment. The first, in August 1974 was for 47 systems. The units will be installed at radar-equipped airports where traffic volume does not warrant the more highly automated ARTS III equipment. The ARTS II uses a mini-computer to provide air traffic controllers with direct radar readouts of flight information such as aircraft identity and altitude directly on their radar scopes. Delivery of the 22 additional systems is scheduled to begin in August 1977, following delivery of the original 47.

WHAT PLANE IS THAT ? . . . The agency has issued a proposed rule which would change the size and location of registration markings on fixed wing aircraft to make it easier for people on the ground to identify aircraft violating minimum altitude requirements or noise abatement procedures. Under the proposal, owners of fixed wing aircraft would be required to display 18-inch identification markings ("N" numbers) on the lower surface of the left wing. Aircraft that are newly marked or repainted would be required to display the new marking six months after the rule becomes effective. All other aircraft would have to comply within five years of the effective date.

CURL UP WITH DECEMBER FAA WORLD in this chilly use-it-or-lose-it-leave season. For openers, read about "Mr. FAA' (or Ms.)-- the local coordinators who speak for the agency..."And Then There Were None" is about the decommissioning of the last LFR..."Uninterruptible Power"--protection from power outages is starting into the centers... "The Convincer" for one pilot is trying out a self-briefing terminal...WW II equipment is "Recalled to Duty" for studying aircraft noise...the last of "The Eyes Behind the Eyes:--SMMC--goes on line at the centers..."Word Search"--a puzzler for technicians. You'll also find Direct Line, Faces and Places, Federal Notebook and Heads Up.

ICS GROUPS MEET (Continued from page 1) . . . Credited with much of the success of the meetings were the chairmen: Ron Rooker of the Columbus, Ohio, Tower and Harold Smith of the Seattle Center at the COPCOM sessions and Gordon Thompson of the Wichita Falls, Texas, FSS, at FSSCOM meetings.

CONFLICT ALERT PROGRAM TESTING . . . The NAS Stage A conflict alert sub-program was delivered to the Kansas City enroute Center last week. This program, which operates with the computers already installed at the centers, alerts the controller when the computer predicts that less than standard separation is about to occur between two or more planes in high altitude sectors. The data blocks which are associated with the planes in question on the controllers' scope begin to blink. Usually these data blocks spelling out such things as the plane's identity and altitude are steadily illuminated while they follow the appropriate target across the radar scope. After the program is checked out in high altitude sectors at Kansas City, field evaluation of the program will take place at the Fort Worth and Denver centers. Depending on the evaluation results, the program's implementation at other centers will begin, based on available computer capacity.

FARS COMING APART . . . Soon more Federal Air Regulations (FARs) will be available in parts. By the end of the month, the 45 parts in the first nine FAR volumes are expected to be available in the individual part format. The last two volumes are currently being prepared for the printer. If the conversion schedule continues at the present pace, these are expected to be available by early spring.

FAA CUTS CHANCES FOR BIRD STRIKES . . . In order to minimize the hazards of birds to airport operations, the agency has issued guidelines aimed at banning the location of bird-attracting garbage dumps or sanitary landfills within 10,000 feet of airport runways used by turbojet aircraft and within 5,000 feet of those used by piston-engine aircraft. Large concentrations of birds increase the potential for aircraft bird strikes, which can damage critical control surfaces, or enter turbine engines and cause power losses. In an order to FAA facilities throughout the country, agency personnel have been instructed to inform local airport operators that garbage dumps or sanitary landfills located closer than the prescribed distances constitute an incompatible land use and should be closed.

URGENT REQUEST-ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is seeking qualified applicants for two positions in Cairo, Arab Republic of Egypt. Salary for both positions will be set at Level 4, Step 1, Gross U.S. \$22,680 and Net U.S. (free of tax) \$16,542 per annum. 3 years: Aircraft Electrics/Instruments Expert, and 1 year: Aerodrome Electro-Mechanical Expert. Applications due in AIS-29 by 12/13/74. Additional information about duties, qualifications, salary and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

WHAT IF AN EMERGENCY. . . . Knowing what to do can be of valuable assistance should you ever have to react to an emergency situation at the Aeronautical Center. The following steps should be followed for an emergency illness or injury at the Center: Dial extension 2444 for assistance; give your name, extension number, nature of the emergency, and identify the precise location. If the emergency vehicle or an ambulance is to be used, give instructions as to which exterior building door should be used, and post someone at that door who can receive the emergency crew and direct them to the location of the emergency. If an elevator is to be used, have someone hold the elevator for arrival of the emergency crew. Remain calm and begin necessary first aid measures until help arrives. In case of fire, activate the nearest manual fire alarm pull box and call 2444 for assistance.

NOTE: The emergency telephone number, extension 2444, is available 24 hours daily and should be posted on all telephones. If additional emergency number stickers are needed, call AAC-18, extension 4635.

R. K. BLACK, INC., DEMONSTRATION. . . . R. K. Black, Inc., will have a continuous demonstration of 3M copiers in Room 206A of the Aviation Records Building. For your convenience, showings will be December 4, from 9 a.m. to 4 p.m.

CONFERENCE CALENDAR

December 5 - Transportation and Storage Engineering Branch Safety Meeting in Headquarters Auditorium.
December 10-12 - Flight Safety Meetings, Headquarters Auditorium.

The Executive Board of the National Conference of Governor's Highway Safety representatives will meet at the Transportation Safety Institute at the Center on December 5 and 6.

FROM YOUR EMPLOYEES ASSOCIATION . . . Do you remember that this is the week for the BIG EMPLOYEES ASSOCIATION CHRISTMAS DANCE - December 7th in the Appliance Building at the Fairgrounds - TIME: 9:00 to 1:00 a.m. Tickets may still be purchased in advance from your Employees Association Representatives and the Employees Association Office in Room 141, Headquarters Building - advance tickets are \$3.00 per person and \$3.50 at the door. We still have some Russell Stover Candy available in the Employees Association Office. Information on a cruise to the Lower Caribbean featuring six Ports of Call departing from San Juan - Date: March 17-24, 1975.

SPECIAL FLIGHT SAFETY MEETING REMINDER. . . . A seasonal Weather Briefing, "Wintertime Weather" will be presented Tuesday, December 10, 1974, at 1:30 p.m. in the Headquarters Auditorium. A repeat session is scheduled for Wednesday, December 11, 1974, at 9:30 p.m. The briefings will be presented by Stan McGrail, Weather Forecaster, and will include films and other visual aids. All flight crew members and other interested personnel should attend one of the sessions.



PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: December 11, 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 promotion will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>BUDGET DIVISION</u>			
74-319	Budget Analyst, GS-560-9	AAC-30	560
This position has promotion potential to GS-11 without further competition.			
<u>FAA DEPOT</u>			
74-321	Machinist Foreman, WS-3414-10	AAC-440	JE-3414
<u>FAA ACADEMY</u>			
74-322	Education Specialist, GS-1710-11	AAC-920	1710
This position has promotion potential to GS-12 without further competition.			

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Hiroshi Fujimori	Electrical Engr. Tech. (Inst.)	AAC-940	74-194
Johnny W. Dunn	"	"	"
Kent A. Esgar	"	"	"
William H. Brodie, Jr.	"	"	"
James D. Robinson	"	"	"
Earl Huff	Communications Specialist	AAC-44	74-236
Ray E. Drechsler	Computer Programmer (Instruction)	AAC-930	74-260
Milford R. Chisum	"	"	"
Linda J. Bishop	Budget Analyst	AAC-30	74-291
Doris E. Brown	Clerk-Typist	AAC-53	74-292
Carol Kiser	Clerk-Stenographer	AAC-7	74-294
Robert L. Hoppers	Personnel Staffing Specialist	AAC-14	74-295
James R. Davis	Airspace System Insp. Pilot (temp. promotion NTE 1 year)	MSP FIFO	FINFO-74-34



AERO CENTER intercom

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BACON HEADS AIRPORTS

Robert F. Bacon has been appointed Associate Administrator for Airports. Bacon, who joined the agency in 1945 as a contract specialist in the Alaskan Region, was Acting Deputy Associate Administrator for Policy Development and Review when he was named to his new job. Before that he was Director of the Office of Aviation Policy and Plans. He was awarded FAA's Meritorious Service Award in 1971.

OSEM DEPUTY

Appointed Deputy Director of the Office of Systems Engineering Management recently was Neal A. Blake. Before this appointment, he was a technical advisor for OSEM and previously a Technical Assistant, ATC Development Division, Systems Research and Development Service. Blake, who received Bachelor and Master degrees from Yale University, joined the agency as Executive Staff member, Data Display, System Design Team, SRDS, in May 1962.

FAA Ops to More Than Double AVIATION GROWTH TO CONTINUE

Operations at ATC towers will go from 56.8 million in FY 1974 to 86.1 million in FY 1981 and perhaps as high as 123.4 million in FY 1986 according to the agency's latest "Aviation Forecasts." The report predicts that U.S. aviation will continue to grow at a steady rate over the next decade despite increased operating costs. Reflecting this growth the traffic count at ARTCCs will increase from 22.9 million to 31.5 million in the FY 1974-81 period. A further increase to 40 million is predicted by 1986, according to most optimistic or "best case" estimates. At flight service stations, the number of operations will almost double by 1981 and perhaps triple by 1986, going from 56.2 million to 106.5 million and 162.1 million. The report estimates the number of passengers carried by scheduled U.S. airlines will increase from 206.5 million in FY 1974 to 313.5 million in FY 1981. The general aviation fleet is expected to grow from 153,500 this year to 192,000 in 1981, and this figure could be as high as 275,000 in 1986. For copies of "Aviation Forecasts--Fiscal Years 1975-1986" write FAA, TAD-484.3.

BUTTERFIELD DEFENDS CONTROLLERS

Administrator Butterfield has deplored what he termed "unwarranted speculation and premature judgments" by various individuals and organizations relative to the crash of a TWA jetliner near Dulles International Airport on December 1. In a statement released to the news media, Butterfield said he was particularly concerned about allegations that the TWA pilot might have received confusing or misleading instructions from the agency's enroute center at Leesburg, Va. and the Dulles tower. (Continued on page 3)

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Office, AAC-5

YOU ARE IN THE DATA BASE . . . The new computer-based Manpower and Personnel Information System (MPIS) was used operationally for the first time recently when the system collected, consolidated and costed out training requirements for the coming two years. The MPIS, which will make highly accurate manpower information available in short order, is now scheduled to go operational in mid-March. Currently all equipment is in place except communication links between Oklahoma City (where the computer is located) and the Pacific and Alaska Regional Headquarters. Basic minimum information has already been entered into the computer. This includes information on all employees and positions. Additional information including employee histories will be loaded into the system during the first year of operation.

DON'T HIT THE ROAD, PARDNER . . . As Congress considers travel cutback legislation for Federal agencies, Administrator Butterfield already has scrubbed the regional directors meeting set for Jan. 15, 1975, in Los Angeles to save travel funds. Although the Senate voted to slash travel funds by 25 percent, the House and Senate conference is expected to compromise on a cut of 10 percent for travel between now and June 30, 1975. If the compromise is approved, it will mean that between now and the end of the fiscal year, Federal offices will be able to spend only 90 percent of the travel money available to them.

THINKING ABOUT RETIRING? . . . Here are some facts to keep in mind: Persons who retire before the first of the year will have their annuities computed two ways by CSC. The annuity will be figured to the actual separation date, and that amount will be compared with the annuity computation made on the basis of service and average salary as of June 30, 1974 with the July 1, 1974, 6.4 percent increase added. The retiring employee will receive the better of the two annuities. In both cases, retirees will receive the Jan. 1, 1975 7.4 percent annuity increase. Disability retirement applicants using sick or annual leave after December 31 will not be eligible for the comparative computation of annuity back to June 30, 1974. Such employees with a small leave balance should go into leave without pay status no later than the last hour of duty on December 31. In some cases, when a large amount of leave is involved, it may be advantageous for the employee to remain in pay status on sick leave and be retired on the date the sick leave expires. Contact your Manpower Office for more information.

EMPLOYEES ASSOCIATION CHRISTMAS PROGRAM . . . The Employees Association Christmas Program will be Monday, December 16, 1974, in Headquarters Auditorium. The program will be presented by Moore High School Stage Band and Choral Group directed by Mr. Ed White. They will perform at 10:30, 11:30 and 12:30.

BUTTERFIELD DEFENDS (Continued from page 1) . . . He noted that a review of the tapes and transcripts of air-ground communications shows that controllers involved in handling the TWA jet followed proper and well-established ATC procedures. Butterfield said FAA will not comment further on the accident until the National Transportation Safety Board has completed its investigation and released its findings.

ID CARDS - CARE AND USE . . . Within the FAA there are 19 different forms of authorized ID media. Normally, any given employee will only be familiar with two or three forms. Regardless of format, ID cards are issued for three basic purposes; to show authorization, for access control, and identification. All ID forms are official documents and intended for official use only. Misuse must always be avoided. Improper use and possession, alteration, or tampering can subject the offender to disciplinary actions or possible penalties under Title 18, U.S.C.

Lost or stolen ID cards should be promptly reported, in writing, to the Air Transportation Security Division, AAC-90. The report should contain as a minimum the date and circumstances of loss, and a statement of efforts made to recover the missing card. Lost or stolen cards will be reissued. Cards may also be reissued when they become mutilated, when there has been a name change, or when changes in personal appearance are such that identification is impaired.

All types of identification media must be surrendered when the holder ceases to have an official need for them. Conditions for surrender include: (1) Issuance of revised identification media, (2) termination of employment, (3) extended leave, (4) transfer within the agency where the need for a particular special purpose ID card no longer exists, and (5) demand of proper authority.

Responsibility for proper care and use rests with the holder.

HAVE A SAFE CHRISTMAS . . . Here are some things the General Services Administration Consumer Product Information Center cautions us to keep in mind when decorating our homes for the holiday season. Check tree lights and outdoor lights for frayed wires, loose connections, broken or cracked sockets and spots where bare wire is exposed. Check outdoor lights for weather proofing and make sure they are clearly identified as outdoor lights. Remember, the only safe way to light a metal tree is to use colored flood-lights placed away from the tree. Don't use wax candles on or near a tree. And don't use "angel hair" and spray-on artificial snow together on a tree. This combination burns rapidly if accidentally ignited.

SPECIAL NOTICE . . . A telegram received from the Office of Personnel (APN-1) states that the Civil Service Commission confirmed that the Bureau of Labor Standards is reexamining the data base for the January 1, 1975, cost-of-living increase. A small reduction is anticipated from the 7.4% increase previously announced. Another telegram will be received soon with the final percentage of cost-of-living annuity to be effective January 1, 1975. New information will be released as quickly as possible.

NEW CERTIFICATION STATEMENT REQUIRED FOR USE WITH OFFICIAL POSITION

DESCRIPTIONS . . . To focus appropriate attention on the importance of the statements and information incorporated in official position descriptions, the Civil Service Commission has directed the usage of a new supervisory certification. This certification is to be included on all new position descriptions and amendments after December 16, 1974. The expanded statement, to be used in lieu of the current supervisory certification statement (Optional Form 8 - Item 13) is as follows:

I certify that this is an accurate statement of the major duties and responsibilities of this position and its organizational relationships, and that the position is necessary to carry out governmental functions for which I am responsible. This certificate is made with the knowledge that this information is to be used for statutory purposes relating to appointment and payment of public funds and that false or misleading statements may constitute violation of such statutes or their implementing regulations.

Also, the C.S.C. has pointed out that all other levels of supervision that propose or approve official statements of duties and responsibilities are attesting to the same effect as the new supervisory certification noted above.

KEEP PACE . . . The Civil Service Commission's new testing battery, PACE, for Professional and Administrative Careers Examination, was given for the first time last month and will be administered again in January throughout the country. The new tests will be used to fill a variety of positions at the GS-5 and GS-7 levels. They replace the Federal Service Entrance Examination with the following procedural changes: "Walk-in" applicants will no longer be tested. PACE exams scheduled to date will be given in January, March and May of 1975, and applications must be received by the 20th day of the preceding month. Results will be used for evaluation of skills and abilities. Outstanding scholastic records will be recognized; however, all applicants will be required to take the written examinations. Currently there is no Management Intern Program. PACE announcements and further information are available from your local CSC office.

"USE OR LOSE" ANNUAL LEAVE . . . In a recent Intercom article (November 27), we relayed information from the Civil Service Commission concerning restoration of forfeited annual leave in cases of employees who were on sick leave prior to disability retirement. The following additional guidance is furnished by the agency in response to specific questions which have been raised:

Question: When an employee has sick leave to his credit, under what conditions can he be granted annual leave after he has filed for disability retirement?

Answer: An employee with sick leave to his credit may be granted annual leave after filing for disability retirement if he will forfeit annual leave at the end of the leave year and if he has sick leave to carry him over into the following leave year. Only the annual leave that would be forfeited may be granted. However, annual leave cannot be used in the year of separation because PL 93-181 provides that the individual can receive a lump sum payment for all annual leave to his credit at the time of separation. Therefore, an employee's leave record should be reviewed and the probable date of separation determined before granting annual leave to the employee who has filed for disability retirement.

Question: Does an employee whose disability retirement has been approved and who has enough sick leave to carry him through the end of the current leave year have the option of using the scheduled annual leave that would be forfeited?

Answer: Yes, the employee may use annual leave prior to the leave year in which he will be separated. Once he enters the leave year of separation, annual leave may not be granted because a lump sum payment can be made for all annual leave credited to the employee at the time of separation.

Question: Can an employee who is on sick leave pending disability retirement have his scheduled annual leave cancelled due to illness and restored to a separate leave account in order for it to be included in a lump sum payment upon separation?

Answer: An employee may exercise the option of scheduling his annual leave and having it restored to a separate leave account. PL 93-181 requires that "use or lose" annual leave be scheduled for use prior to the end of the leave year. The individual may request annual leave in advance on a Standard Form 71. The scheduled leave can be cancelled due to illness. Because there is no opportunity to reschedule the annual leave, it can be restored to a separate leave account at the beginning of the new leave year and can be included in the employee's lump-sum leave payment.

In cases where the employee is unable to request his annual leave, the agency may use the authority given in 5 U.S.C. 6302(d) to schedule the annual leave by informal documentation on the employee's time and attendance record.

Annual leave must have been scheduled and approved in writing prior to November 24, 1974, for employees who will forfeit annual leave due to illness in leave year 1974 in order for the annual leave to be restored to a separate leave account.

AS A MATTER OF FACT . . . The minority and women accession figures in the recently published "Fact Card" were incorrect. During FY 1974 there were 856 minority hirings which constituted 19 percent of all full-time permanent hires. There were 1,164 women hires which was 25 percent of all FTP hires.

MOTOR VEHICLE MILEAGE DOWN . . . In response to the fuel shortage situation, overall FAA motor vehicle mileage was down 14.5 percent during the first quarter of FY 75. This cut in mileage was made in spite of the fact that personnel was up 3.4 percent and the number of facilities maintained was up 8.8 percent.

ENERGY TIPS . . . Aeronautical Center room and area thermostats have now been changed to the heating season setting of 68 degrees. Save Energy Tips - Turn off lights at end of workday. Keep all exterior doors closed. Walk! Don't ride elevators. Turn off all office and shop equipment when not in use. Open drapes and venetian blinds to take advantage of solar heat. Energy Savings FY-75 First Quarter - Electricity 17.7% reduction (2,909,905 KWH). Natural gas 25% reduction (29,370,700 cu. ft.). Reductions were based on FY-73 actual consumption.

merry christmas



December 11, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: December 18, 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 promotion will depend upon performance and agency policy at that time.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>MANPOWER DIVISION</u>		
74-323	Classification Clerk (Stenography), GS-203-4	AAC-15	203
	This position has promotion potential to GS-5 without further competition.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-324	Statistical Clerk (Typing), GS-1531-4	AAC-230	1531
	<u>AIRCRAFT SERVICES BASE</u>		
74-325	Clerk, GS-301-4	AAC-850	300-B
	Qualification standards require one year of specialized experience involved in scheduling aircraft maintenance.		
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
74-303	Mechanical Engineer, GS-830-13	AAC-1020	800

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Ronald E. Brouillard	Supervisory Air Traffic Control Specialist (Instruction)	AAC-930	74-218
Omar Claxton	Machinist	AAC-440	74-277
Arthur F. Evett	"	"	"
Phyllis A. Reed	Supervisory Staffing Assistant	AAC-14	74-311



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VITALE IS DIRECTOR OF AIRPORTS SERVICE

Recently appointed Director of Airport Service was William V. Vitale, the former Deputy Director. Before moving to the Airports Service in 1973, Vitale was Executive Secretary in the Office of the Administrator. He joined the agency as Assistant to the Executive Secretary in 1965 after serving with NASA and the Atomic Energy Commission. An Air Force veteran, Vitale was awarded the FAA Meritorious Service Award in 1968.

DOW OUTLINES ACCOMPLISHMENTS

AIRWORTHINESS MEET A SUCCESS

After eight days of in-depth technical discussions, the first Biennial Airworthiness Review Conference wrapped up its business in Washington last week with Deputy Administrator James E. Dow pledging prompt agency action on the major findings and conclusions. Dow said notices of proposed rule-making addressing a variety of airworthiness matters will be issued within the next six months--that is, by June 1, 1975.

"And if our timetable persists, and I'm confident that it will," he added, "we will issue the last set of final rules in February 1976--and then the Biennial Airworthiness Review process in which you have just participated will begin anew." Dow praised the high level of "professionalism" exhibited by conference leaders and participants and termed the meeting a "highly rewarding enterprise" for FAA. He noted with pride that the conference had drawn 119 foreign participants from 22 different nations and added his wish that they take back home to their superiors (Continued on page 3)

FAST ACTION ON GROUND WARNING

Administrator Butterfield announced last week that the agency will require ground proximity warning systems (GPWS) on all large turbine powered aircraft in the airline fleet by December 1, 1975. In a telegram to Representative Harley O. Staggers, the Administrator said he had reduced the GPWS implementation period from the 18 months originally proposed to less than 12 months after visiting the Sundstrand plant in Redmond, Wash., and receiving personal assurances that the company could meet the revised schedule. Sundstrand presently is the only manufacturer of this equipment, which provides pilots with visual and aural warnings of potential terrain hazards.



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THANKS TO FAA . . . General Russell E. Dougherty, USAF, SAC Commander-in-Chief, has written to Administrator Butterfield to thank him for FAA cooperation when a Strategic Air Command SR-71 aircraft established new speed records between New York-London and London-Los Angeles. The General said, "Without the cooperation and support of the FAA and your international counterparts, our record-setting missions could not have been so successfully accomplished. Please extend my sincere appreciation to all your people for the continuous professional support of SAC's mission through the years. I would also like to specifically extend my appreciation to the centers and FAA's Central Altitude Reservation Facility which directly supported the SR-71 speed runs."

KEEP 'EM FLYING . . . Minimum safe altitude warning, a ground-based altitude monitoring and warning capability, is being developed as an "add on" to the existing Automated Radar Terminal System (ARTS III). This capability will alert controllers when an aircraft descends below minimum obstruction clearance altitude or deviates sufficiently from the ILS signal. The program has been tested at NAFEC and will undergo field evaluation at Stapleton International Airport starting in mid-January after correction of minor deficiencies discovered during the testing.

WOMAN'S YEAR CELEBRATION . . . FAA is assuming leadership during the first month's celebration of the International Woman's Year, since the theme for January is women in aviation, space and astronomy. The international celebration is a United Nations project, coordinated for U.S. Federal agencies by the Department of State. Kickoff banquets are scheduled for January 11, the anniversary of Amelia Earhart's first flight, in Washington, Detroit, San Francisco, Honolulu, and Atchinson, Kansas. Atchinson is Amelia Earhart's birthplace. As a result of the celebration, IWY sponsors hope, among other things, to assess the progress made to give women freedom of choice in planning their lives; to launch new programs and ideas in line with IWY goals and form new attitudes which will have impact beyond 1975; and to get the cooperation and understanding of men as well as women.

LET'S SAVE THAT PIECE OF PAPER . . . In order to save paper, printing and duplicating facilities now will print multiple page jobs on both sides of the sheet unless originators request differently. The new procedure, which is effective immediately, is aimed at cutting down on the number of printing and duplicating jobs that use only one side of a sheet for no apparent reason. While there are times when this is necessary, originators should consider the shortage of paper before making such a request. On the whole, FAA is doing a good job of saving paper; close to 98 million sheets were saved during fiscal year 1974.

AIRWORTHINESS MEET A SUCCESS (Continued from page 1) . . . "an expression of our keen interest in the promotion of the eventual development of what our worldwide aviation industry sorely needs—the international standardization of airworthiness regulations." Total attendance at the conference, which ran December 2-11, was almost 600.

HOUSE RENTS TO BE ADJUSTED . . . Rental rates for government-furnished housing will be adjusted yearly in line with changes in the Consumer Price Index (CPI), the Office of Management and Budget announced recently. Annual adjustments are planned for February 1 of each year. The first adjustment will cover increases in the CPI since the last time the rate was set by a formal survey. OMB said that notwithstanding the new system, private rental market surveys will still be required at least each five years and in some circumstances after one or three years.

CHECK THOSE ALTIMETERS . . . The agency has issued an Airworthiness Directive (AD) ordering operators of general aviation aircraft to conduct a one-time inspection of their altimeters to determine whether they are of a type which may be defective. The suspect altimeters are manufactured by United Instruments, Inc., Wichita, Kansas, and are identified by part number and serial number in the AD. Operators of aircraft with the affected altimeters must limit operations to daytime VFR flight and placard the aircraft to this effect. Also, operators must replace the altimeter with an airworthy unit or with an approved replacement part by Dec. 1, 1976.

NEW OPERATIONS REVIEW . . . Administrator Butterfield has announced the establishment of a program to systematically review and update FAA regulations dealing with the operational aspects of civil aviation on a two-year cycle. The new Biennial Operations Review will be modeled upon the Biennial Airworthiness Review Program but will deal with such matters as the training and certification of airmen, general operating and flight rules, and the certification of air carriers, commercial operators and schools.

FAA MAN HELPS LAND FIRST BLACK WOMAN NAVY PILOT . . . Spann Watson of Air Traffic Service in Washington was cited in the November 28 issue of Jet Magazine for his tireless efforts to steer young Blacks into aviation careers. Watson was featured in the article along with Jill Brown, the first Black woman to be sworn into the Navy for pilot training. A retired USAF Lt. Col. and former member of the famous all-Black 99th Fighter Squadron in World War II, Watson encouraged Ms. Brown to apply to the Navy and, when she was accepted, conducted the swearing-in ceremonies. In the past he has helped eight Black pilots get jobs with major air carriers and over 250 Black women to start careers as stewardesses.

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PRIVATE/COMMERCIAL GROUND SCHOOL . . . The Aeronautical Center Flying Club has set a Ground School for prospective pilots. Arrangements have been completed to start a Private/Commercial Ground School, January 7, 1975, in Room 5, Flight Standards Building. The course will run 10 weeks on Tuesday and Thursday nights, from 5 to 8 p.m. DOT employees and immediate family members are eligible. If interested, contact Jack Parrish, Ext. 2570, if you have not already done so.

JOIN A CARPOOL . . . Remember that the Credit Union is operating a carpool locator service for those of us who need help getting back and forth to work. Carpools cost less, save energy, and give us a good start on the day through invigorating conversation with our fellow workers on the way to work.

FROM YOUR EMPLOYEES ASSOCIATION . . . Okla. City University Basketball game - Monday, December 23, Frederickson Fieldhouse - Disneyland/Disneyworld Magic Kingdom Club cards - Use your EA duplicating machine - 10¢ per copy - Post your want ads on the EA bulletin board.

ELECTION OF OFFICERS . . . As a result of the 1975 Officers election for the Employees Association, the following were elected:

President - Bob Hayes
1st Vice President - Art Lewis
2nd Vice President - Marvin Conway
3rd Vice President - Phyllis Reed
4th Vice President - Herb Robinson
5th Vice President - Tom Ferguson
6th Vice President - Don L. Williams
Treasurer - Bill Farquhar
Secretary - June Donceel

COST-OF-LIVING ANNUITY INCREASE . . . We have been advised that the Bureau of Labor Standards has not completed the reexamining of data on which the cost-of-living annuity increase is based. However, the Civil Service Commission reports that the January 1, 1975, annuity increase will be at least 7%. We will publish the exact amount as soon as possible.

TEMPORARY CLOSING OF CAFETERIA . . . The Headquarters cafeteria will be closed for the period beginning December 26, 1974, for repairs. All other cafeterias will remain operational during this period."



MERRY CHRISTMAS

December 18, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date for other than nation-wide announcements: December 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.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
74-287	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u> CANCELLED/AVIATION SAFETY INSPECTOR (AIRWORTHINESS), GS-1825-11 Selection made from ACPP-74-296 (avionics specialty).	AAC-230	
74-327	<u>FAA ACADEMY</u> Secretary (Stenography), GS-318-4	AAC-933	318
74-309	Airspace System Inspection Pilot (Instruction), GS-2181-12/13	AAC-954	2181

Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition. Employees selected for these positions 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.

74-328	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Engineering Draftsman, GS-818-6	AAC-1000	818
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Temporary promotion not to exceed 120 days; may be made permanent without further competition.

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: December 31, 1974

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-39	Aviation Safety Inspector (Airworthiness), GS-1825-13	AFS-510	1825

Qualification standards require specialized experience in avionics.



AERO CENTER intercom

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

74-52 December 26, 1974

SEASON'S GREETINGS



*** NOEL ***

This has been a year of awakening for our country as a whole and for the Department of Transportation in facing the hard realities of its responsibilities. The loyalty, hard work, and dependability of career employees of the Department have made possible the success of many of our programs and the initiation of new ones. Let us hope that the renewal of the Christmas season and the enthusiasm of the New Year will revitalize our determination to face the new challenges of the coming year. My family joins me in wishing you all a very Merry Christmas and the happiest of New Years!

Claude S. Brinegar
CLAUDE S. BRINEGAR
Secretary of Transportation

This is a festive time—one for celebration with family and friends in a spirit of giving and sharing. The year's end is also an occasion for that kind of individual reflection and resolve which can bring deeper wisdom and renewed strength for the year ahead. Finally it allows me the opportunity to thank you for your truly fine service to the FAA in behalf of those who fly. I have every expectation that together, with continued dedication and enthusiasm, we will meet 1975's challenges head-on, and attain our goals. Please accept my warmest wishes for a happy holiday season.

Alexander P. Butterfield
ALEXANDER P. BUTTERFIELD
Administrator

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SECRETARY BRINEGAR RESIGNS . . . Secretary of Transportation Claude S. Brinegar last week announced his resignation, effective Feb. 1, 1975. The Secretary, who was sworn into the post in February 1973, indicated that he will not make a decision on his future business plans until January. Before joining the government he was a senior vice president of Union Oil Company. In accepting the letter of resignation, President Ford cited the Regional Rail Reorganization Act of 1973 and the National Mass Transportation Assistance Act of 1974 as legislative highlights of Brinegar's term.

PATCO/FAA IMPASSE GOES TO PANEL . . . In an effort to resolve the remaining issues between the Professional Air Traffic Controllers Organization and FAA, the assistance of the Federal Service Impasses Panel has been requested. This outside panel, consisting of seven well-known, non-government labor relations experts, objectively reviews the bargaining positions of both sides and recommends a basis for further negotiation and resolution.

CONTROLLERS START ENGINE . . . Anchorage Center controllers were recently credited with starting the engine of a single engine plane that seemed destined to crash in zero visibility weather. The pilot in the stricken plane first reported that the engine was "very rough" and later that it was "about dead." That's when controllers Robert Hutchins and Neal Grice, both of whom are pilots, told him how to get the engine running again by backfiring it. The instructions were given over the radio at the same time the controllers guided the low-flying plane over the mountainous terrain to a safe landing. During the month of November 1974, 237 flight assists were reported--101 by flight service stations, 101 by towers and 35 by centers. There were a total of 362 people reported on board the aircraft involved. The primary causes for the assists included 140 lost pilots, 28 low on fuel, 45 involved in hazardous weather and 63 with some type of equipment malfunction.

AMERICAN INDIAN TECHNICIANS . . . The Bureau of Indian Affairs is planning a second class for training American Indians for positions as electronic technicians with FAA. The class is planned for January 1975 with the graduates available for employment with the agency during fiscal year 1976. The Bureau's area offices will begin a recruitment drive shortly to enroll eligible Indians.

CANCELLATION OF AGENCY ORDER . . . Effective 1/1/75 Agency Order 6060.12, Reporting of Certain Data to AAF-20 on Formal Facility Technical Inspections, dated 3/22/74, is cancelled. Sufficient man-hour data have been collected to establish a valid technical inspection staffing standard for most facility types. The Airway Facilities Service expresses thanks to those involved in reporting this data.

REGION DIRECTOR, TWO OFFICE CHIEFS APPROVED BY CSC . . . Confirmed as Director of the New England Region last week was Quentin S. Taylor, the first Black to head an FAA region. Taylor had been Deputy Director of the Alaskan Region since 1971, following service as FAA's Director of Civil Rights since 1969. He joined the agency as an electronic engineer in 1959. James T. Murphy takes over as Director of the Metropolitan Washington Airport Service, following duty since 1971 as Director of Air Transportation Security. In the years before that he served with other FAA offices including the Bureau of National Capital Airports and with the Department of Labor and the FBI. Richard F. Lally is the new Director of the Civil Aviation Security Service. Previously, he worked concurrently as Director of Investigations and Security and as EEO Staff Director in the Office of the Secretary since 1969. His earlier positions included stints as chief of FAA Compliance and Security and with the Department of Labor and the FBI.

KEY FLIGHT STANDARDS SELECTION . . . First personnel selections have been made under the new selection system for filling GS-15 Flight Standards key positions. Selections announced to date are: ASO--Kenneth S. Cooper, Chief, Atlanta ACDO; FINFO--George W. Dove, Chief, Aircraft and Avionics Systems Branch; ASW--Donald P. Watson, Chief, Engineering and Manufacturing Branch; ACE--Homer C. McClure, Chief, St. Louis FSDO. Under the new system, candidates were evaluated by special national assessment panels and entered on central registers. As vacancies occurred, candidates were selected from these registers. Full information on the system appears in Order 3330.1A, Appendix 14.

OXYGEN FOR MEDICAL PATIENTS . . . Passengers with signed statements from licensed physicians can now be provided with oxygen for their personal use aboard aircraft during flight, FAA announced recently. The new policy allows airlines to provide the oxygen for heart disease patients and others who might require it for medical reasons. The policy requires that no smoking will be allowed within 10 feet of the oxygen equipment, and that the equipment and the passengers using it will be located so that they will not interfere with a possible emergency evacuation of the aircraft.

LANDING IN (ALMOST) ANY WEATHER . . . The nation's second Category IIIA Instrument Landing System (ILS) was commissioned at Atlanta recently on runway 9R. The first system was put into operation on runway 1R at Dulles Airport in January 1972, and the next commissioning for this equipment is scheduled for San Francisco late this summer. The Category IIIA permits landings with visibility (runway visual range) as low as 700 feet, and there is no specified decision height.

HOLIDAY NEWS. . . FAA has received word from the Civil Service Commission that extra holidays will not be granted to Federal employees on either the day before or after Christmas and New Year's Day.

ICAO SEEKS EXPERTS . . . The International Civil Aviation Organization is anxious to receive applications from qualified individuals for technical assistance assignments in any of several aviation fields, including: economics, training, airport management, engineering, air traffic, and aircraft maintenance. Assignments are located in Africa, Asia/Pacific, Middle East and Latin American areas. Salary range is \$18,410 - \$30,130 per annum, plus allowances and benefits. Duration of appointments is normally one year, but renewable subject to program requirements. Applications due in AIA-29 ASAP. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

CENTRAL CONTROL STATION FOR COMPUTER . . . The first field installation of the Operations and Maintenance Support Station (OMSS), used in conjunction with the NAS Computer Display Channel (CDC) computers was begun at the FAA Academy in Oklahoma City early this month. Completion of installation and checkout is scheduled for January 1975. Technicians will be better able to control and monitor the computer from this central station, making maintenance of the computer equipment more efficient. The first field installation of the OMSS is scheduled for Atlanta early this year, and installation at the remaining 14 centers is scheduled at two week intervals. CDC computers are installed in 15 of the 20 NAS enroute centers.

TEMPORARY CLOSING OF CAFETERIA . . . The Headquarters cafeteria will be closed for the period beginning December 26, 1974, through December 31, 1974, for repairs. All other cafeterias will remain operational during this period.

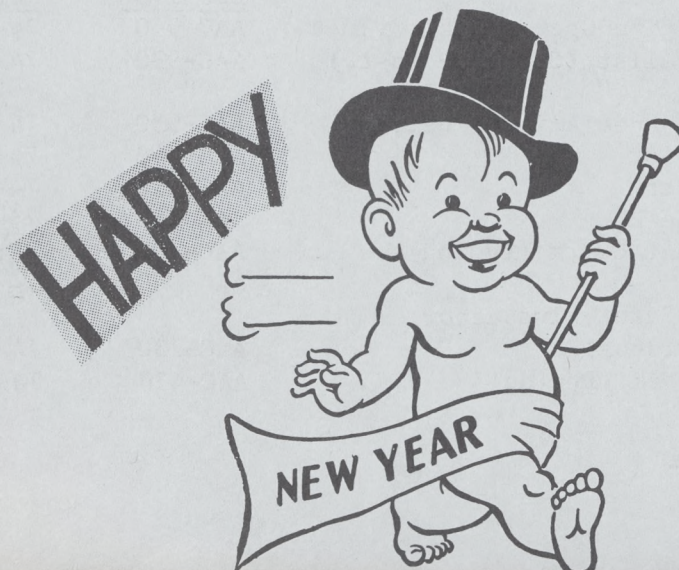
NAGE WINS EXCLUSIVE IN FINFO . . . In a total mail ballot election completed December 17, 1974, the National Association of Government Employees was selected as the national exclusive representative of a certain group of employees in the Flight Inspection National Field Office organization. FINFO employees excluded from the recognized unit are: professional employees; management officials; confidential employees; employees engaged in federal personnel work in other than a purely clerical capacity; supervisors, and guards as defined in Executive Order 11491; employees assigned to the Battle Creek Flight Inspection Field Office (FIFO), Battle Creek, Michigan; employees assigned to the Oklahoma City Flight Inspection Field Office (FIFO), Oklahoma City, Oklahoma; and employees assigned to the Atlanta Aircraft Maintenance Base (AMB) Atlanta, Georgia, which is presently known as the Atlanta FIFO, Line Maintenance Section.

FROM YOUR EMPLOYEES ASSOCIATION . . . We want to wish you a Happy New Year. Come by your EA Office to use the duplicating machine - 10¢ per copy. Post your want ads on the bulletin board. Disneyland/Disneyworld Magic Kingdom Cards.

POSITION CLASSIFICATION STANDARDS . . . This article is presented as a means of promoting employee awareness of the availability of information pertinent to the classification of their positions. A common misconception is that classification standards used to assign the title, series, and grade to all positions at the Aeronautical Center are "confidential" information to be used by classification specialists only. To the contrary, Civil Service Commission Position Classification Standards are considered public documents, as evidenced by the fact that they may be purchased from the Government Printing Office, and all employees have a "right to access" to any classification standard on request.

Employees who are curious about the classification factors bearing on their specific positions can refer to the set of Civil Service Commission Position Classification Standards located in the Aeronautical Center Library, and can check out the applicable standard. The Compensation Branch, Manpower Division, also maintains a complete set of classification standards. However, while these standards are also readily available to employees for use in the Compensation Branch Office, they are primarily reserved for the daily use of classification specialists. Therefore, employees may examine the standards in the classification office, but they cannot be checked out. In addition to the examination of the classification standards as they relate to the current position of the employee, the standards may also be examined with an eye toward career development as they present an effective means of determining characteristics of other occupations in the Federal Service.

SUMMER JOBS IN FEDERAL AGENCIES . . . The 1975 Summer Employment Examination Announcement No. 414 has been issued by the Civil Service Commission. A limited supply of the announcement is available in the Manpower Division. Please contact the Employment Branch, AAC-14, extension 4507, for copies of the announcement. Applicants must be U. S. citizens. The minimum age requirement is 18 years at time of appointment. However, this requirement is waived for high school graduates who are at least 16 years old at time of appointment. This examination provides an opportunity for students to compete on a merit basis for a summer job.



December 26, 1974

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: January 2, 1975

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 & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PLANT ENGINEERING DIVISION</u>		
74-330	Air Conditioning and Heating Equipment Mechanic, WG-5301-10	AAC-55	JE-5301
	<u>MANAGEMENT ANALYSIS DIVISION</u>		
74-331	Management Analyst, GS-343-12	AAC-60	343
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
74-332	Manufacturing Specialist, GS-1825-13	AAC-210	1825
	<u>AIRCRAFT SERVICES BASE</u>		
74-333	Secretary (Stenography), GS-318-4	AAC-800	318
74-334	Quality Assurance Specialist (Aerospace), GS-1910-11	AAC-820	1910
	Requires A&P License.		
74-335	Equipment Specialist (Aircraft), GS-1670-12	AAC-800	1670
	Requires A&P License.		

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
William G. Nelmes	Gen. Aviation Opers. Spec. (Inst.)	AAC-950	74-157
Joseph F. Artone	ATC Specialist (Center - Inst.)	AAC-930	74-217
Martin A. Otero	"	"	"
John H. Smith	Supv. ATC Specialist (Inst.)	AAC-930	74-218
Lillian Warlick	Clerk-Typist	AAC-940	74-249
Vonda Wilson	Coding Clerk	AAC-250	74-252
Gene McCann	Coding Clerk	AAC-250	74-252
Marchetta Rodriquez	Procurement Clerk (Typing)	AAC-70	74-273
Oma P. Chaney	Clerk	AAC-940	74-285
Charles C. Fogle	Aviation Safety Inspector (Airworthiness)	AAC-230	74-296
Mary F. Hardaway	Supply Clerk (Typing)	AAC-430	74-297
Lynn C. Sparkman	"	"	"