



AERO CENTER intercom

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

75-1 January 2, 1975

E&M FUNCTIONS TO BE CENTRALIZED

The Administrator last week announced that all Flight Standards' Engineering and Manufacturing functions now performed in the regions will be centralized in Washington Headquarters. Butterfield directed Associate Administrator James F. Rudolph to develop a "full action plan" by February 15, 1975, which will cover all aspects of the organizational change including personnel and logistics requirements. In his memorandum to Rudolph, the Administrator said he has strongly favored the organizational move for some time but had delayed his directive until completion of the Air Worthiness Review Conference. Butterfield emphasized to Intercom that the shift is a long-term effort and may take 18 to 24 months to complete.

SCANNING BEAM FAVORED

MLS TECHNIQUE RECOMMENDED

A conventional scanning beam technique has been recommended by FAA's Central Assessment Group for adoption as the U.S. candidate for an international standard microwave landing system. The recommendation, which follows four months of intensive study preceded by years of research and tests, will be submitted to an inter-governmental MLS Executive Committee for a final decision which is expected by the end of January. Two contractors will then build prototypes, and the better of the two will be entered in an ICAO international competition to choose an international standard MLS. The scanning beam technique was chosen over a Doppler scanning technique even though both were about equal in performance. The preference was based on a 12 percent lower cost, less power consumption and less crowding of available radio frequencies.

TOXIC GAS STANDARDS PLANNED

In the hope of giving passengers extra protection in fiery aircraft crashes, FAA plans to establish toxic gas emission standards for aircraft cabin materials. For assistance, the agency has issued an Advance Notice of Proposed Rule Making, soliciting comments from aircraft manufacturers and operators, materials producers, testing laboratories, medical authorities, government agencies and other interested persons. The notice asks questions related to the format of the toxicity standard, specific gases and their sources, the availability of accurate test methods, effect of the standard on currently used materials and interim measures to increase passenger protection. The deadline for comments is March 31, 1975.

FLIGHT ATTENDANT SPECIALIST POSITION CREATED . . . In a move to put more emphasis on aircraft cabin safety, FAA has created a flight attendant specialist position in the Flight Standards Service. The person to be selected for the post will be an experienced flight attendant. Administrator Butterfield took the action after attending a Listening Session with flight attendants and consulting with the Association of Flight Attendants. He emphasized the importance of "getting suggestions from the people whose job it is to get passengers out safely in a survivable crash." The specialist will solicit safety suggestions and, when appropriate, recommend them for incorporation in the Federal Aviation Regulations.

FOUR MORE CENTERS JOIN THE CLUB . . . The Albuquerque, Atlanta, New York and Washington Air Route Traffic Control Centers all commissioned their radar data processing systems this month, bringing to 15 the number of enroute centers which have completed this phase of automation. Radar scopes in the 15 centers now are glowing with alphanumeric symbols showing aircraft identity, altitude and other information. The last five of the 20 NAS Stage A centers are slated to commission their systems in 1975.

NOISE RULE: KEEPING 'EM HONEST . . . The agency has tightened conditions under which modified versions of existing aircraft must be tested to establish compliance with noise level regulations. The action was taken to prohibit power reductions on takeoff that could distort noise measurement with the result that a modified airplane could actually be noisier than the unmodified model. Under the new test procedure, takeoff speed also must be held to within three knots of minimum safe takeoff speed plus ten knots. This will prevent modified aircraft from flying over the measurement site at speeds different than the unmodified version, which could result in a lower noise reading.

NEWEST WRINKLE IN AIRPORT CERTIFICATION . . . FAA has proposed a rule amendment which would specify when a landing area is deemed to be used "regularly" so as to come within the definition of "airport" for purposes of the airport certification program. The effect of the amendment would be to exclude from the definition some landing areas, such as fishing camps, farms, race tracks and similar sites that accommodate aircraft but are not used for aircraft operations with the frequency specified in the proposed definition of "regularly" or for any scheduled air carrier service. In conjunction with the proposed rule, the agency extended by 90 days, to March 15, 1975, the expiration date of provisional airport operating certificates for landing areas likely to be excluded from the certification requirement under the proposed definitions. Provisional operating certificates have been issued to some 500 airports serving CAB certificated air carriers conducting only small-aircraft or unscheduled operations. Final certification of these airports will be made on a case by case assessment of safety conditions.

WRONG NUMBER . . . The cancellation notice in last week's Intercom was for Agency Order 6040.12 not 6060.12. This order concerns Reporting of Certain Data to AAF-20 on Formal Facility Technical Inspections. Cancellation is effective 1/1/75.

ANNUITIES: A SMALL GOOF . . . A small downward adjustment of previously announced annuity increases for Federal service retirees has resulted from the discovery of a slight error in the April 1974 Consumer Price Index computed by the Bureau of Labor Statistics. The annuity increase of 6.4 percent that became effective July 1, 1974 is now set at 6.3 percent. The increase about to become effective on Jan. 1, 1975, announced as 7.4 percent, is adjusted to 7.3 percent. The Civil Service Commission advises that annuitants will not have to pay back any pension overpayment for the period July through December 1974. However, any overpayment for the January-March 1975 period will be reclaimed by the government through a small reduction in pension checks delivered on May 1, 1975. Overpayments are estimated at one dollar per month per annuitant.

GROUND WARNING IN THE RULEBOOK . . . The requirement for ground proximity warning systems on certain aircraft was formally approved on December 18 by the Administrator as an amendment to Part 121 of the Federal Aviation Regulations. The rule requires that all large turbine-powered aircraft flown by airlines, air taxis and air travel clubs carry such warning devices by December 1, 1975. Their purpose is to alert pilots in time to prevent inadvertent flight into the ground.

TCA EQUIPMENT REQUIREMENT TO GO UP . . . Beginning January 1, aircraft flying in Group I Terminal Control Areas will have to carry more sophisticated identity and altitude reporting equipment. As of that date, planes flying in these areas must carry a 4096 code transponder and automatic altitude reporting encoders, as well as the already-required two-way radio and radio navigation receiver. Until the deadline, only a 64 "non-discrete" code transponder was required and no altitude encoder. Group I TCAs surround nine major urban areas with busy airports. To operate inside them, aircraft must carry the required equipment, obtain an air traffic clearance and follow ATC instructions.

WEATHER FORECAST: LESS FUEL IN THE SKY . . . FAA has broadened its rule prohibiting fuel venting from large turbojets to include business jets and turboprop airplanes, effective Jan. 1, 1975. Both future and existing aircraft will be affected. Fuel venting refers to the discharge of residual fuel from engine manifolds into the atmosphere shortly after takeoff. The original rule went into effect on Feb. 1, 1974, but was limited to fuel venting from turbojets with engines generating more than 8,000 pounds of thrust.

LET'S GET THOSE PEOPLE OUT . . . Emergency escape methods will be discussed in depth when the Civil Aeromedical Institute hosts training department representatives and cabin attendants from the various airlines at a "first of its kind" seminar in Oklahoma City, January 21-22. Plans for the meeting include a presentation of escape methods state of the art today by the FAA as well as discussions to elicit ideas for improvement from the airline guests.

FLIGHT STANDARDS CHRISTMAS STORY . . . The annual Flight Standards Service Christmas card/charity donation trade-off resulted this year in a total donation of \$255 split between Children's Hospital and the Salvation Army. A small percentage of the money collected was used to print limited copies of a seasons greetings flyer distributed throughout the agency.

LIAISON WITH AIR FORCE . . . Lieutenant Colonel Ward J. Baker has assumed duties as the Air Force Communications Service (AFCS) Liaison Officer to FAA Headquarters, replacing Colonel Harry Sheppard who recently retired. AFCS manages and operates the Air Force air traffic control, flight inspection and NOTAM systems. In his liaison capacity, Colonel Baker is responsible for coordination between FAA and AFCS in the areas of air traffic control operations, research and development, planning and related communications and support equipment of mutual interest to both agencies. Prior to his current assignment, Colonel Baker was Chief of the Air Traffic Procedures Division at AFCS Headquarters and before that, served three years as a flight inspection pilot in Southeast Asia.

DULLES STERILIZED . . . The "sterile concourse" method for pre-flight screening of passengers and carry-on bags went into effect at Dulles International Airport in mid-December. This means a large portion of the terminal adjacent to the boarding gates, including nearby concession stands, is open only to those who go through the electronic screening process. Airline ticket counters are outside the sterile area. X-ray machines are now in use to screen carry-on baggage, eliminating hand searches.

A MAGAZINE FOR ALL SEASONS . . . Are you keeping up to date with your reading of the agency's employee magazine, FAA WORLD? If not, perhaps it's because you're not getting it in your home mail, as is your right. If you are not on the mailing list due to a recent move or transfer into Washington Headquarters, send your name, new address, zip code and social security number to AMS-112. And happy reading....

AWARDS AND REWARDS . . . The Office of Aviation Medicine presented Quality Within-Grade Pay Increases to Mary S. Harper and Annette L. Lyles. Airports Service presented Quality Within-Grade Pay Increases based on outstanding performance to Linda Charles and Vicky Catlett, a Quality Within-Grade Pay Increase to Marty Bevilacqua; and a Special Achievement Award to Sharon Triggs.

January 2, 1975

- 5 -

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 1770.8D.

BLOOD DONORS NEEDED . . . The Aeronautical Center Blood Bank reserve has been hit severely during the past weeks, and if you can donate a unit of blood we urge you to do so when the Mobile Unit is at the Center on January 9th. The mobile unit will be at CAMI from 9 a.m. until noon, and employees who plan to give blood should schedule their time with Mary Chastain, ext. 4159.

LOST ANYTHING? CHECK WITH SECURITY OFFICE . . . The Security Division office, Room 157, Headquarters Building, has several unclaimed items which have been turned in during the past several weeks. Among them are several pairs of eye glasses, as well as numerous items. If you have lost anything at the Center, please check the Security Division Office, AAC-90. We are running out of space and need to find some rightful owners. If owners are not found by February 1, AAC-90 will make proper disposal of the items.

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: January 15, 1975

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-74-39	CORRECTION/AVIATION SAFETY INSPECTOR (AIRWORTHINESS), GS-1825-13	AFS-570	1825
Specialized experience includes airborne technician experience.			

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Wanda L. Mercer	Clerk-Typist	AAC-930	74-299
Phyllis Straughan	"	"	"
Virginia L. Storie	"	"	"
Marva J. O'Neal	"	"	"
Jerry D. Bartlett	Coding Clerk	AAC-130	74-300
D. Rojean Rich	Secretary (Stenography)	AAC-320	74-306
Irene B. Hartman	Training Specialist	AAC-933	74-307
William Goodnight	"	"	"
Donna K. Shay	Clerk-Typist	AAC-940	74-318
Judith A. Morris	Classification Clerk (Stenography)	AAC-15	74-323

January 2, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: January 8, 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>		
75-1	Air Conditioning and Heating Equipment Operator, WG-5401-9	AAC-55	JE-5401
75-2	Air Conditioning and Heating Equipment Operator Foreman, WS-5401-10	AAC-55	JE-0002
	<u>PROCUREMENT DIVISION</u>		
75-3	Procurement Clerk (Stenography), GS-1106-4	AAC-73	1106
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-4	Statistician, GS-1530-7	AAC-130	1530
	<u>FAA DEPOT</u>		
75-5	Secretary (Stenography), GS-318-4	AAC-482	318
75-6	Packer, WG-7002-4	AAC-430	JE-7002
75-7	Packer, WG-7002-7	AAC-430	JE-7002
75-8	*Production Controller, GS-1152-7	AAC-440	1152
75-9	*Production Controller, GS-1152-9	AAC-440	1152
75-10	*Inventory Management Specialist, GS-2010-9	AAC-480	2000
75-11	Inventory Management Specialist, GS-2010-11	AAC-480	2000
	<u>AIRCRAFT SERVICES BASE</u>		
74-335	CORRECTION/EQUIPMENT SPECIALIST (AIRCRAFT), GS-1670-11	AAC-800	1670
	Advertised at wrong grade.		

*Temporary promotion not-to-exceed six months, may be converted to permanent without further competition.



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75-2 January 8, 1975

FROM THE DIRECTOR

The end of a year is a good time to reflect upon accomplishments of the past year, along with the problems and disappointments. For it is in this way that we can properly set our sights for the coming year and avoid the pitfalls and problems encountered in the past. The year of 1974 was a good year. Aeronautical Center employees continued to rise to the occasion in the face of adversities, such as increased workload, rising economic conditions, material shortages, and many others. During the year we trained 14,232 students at the Aeronautical Center and another 15,000 through the directed study process. The Management Training School had their 10,000th graduate during the year. The Flight Standards Technical Division processed over 3 million pieces of paper dealing with airmen and aircraft registrations. The Data Processing Division produced 55,000 reports and completed 395 developmental projects. The Depot handled 844,765 demands valued at some \$76 million. Medical certification activities handled by CAMI set new records in both July and October. The Aircraft Services Base completed seven major overhauls and provided the maintenance which permitted Aeronautical Center aircraft to fly over 27,000 hours. This was in addition to heavy involvement in receipt of the first jet aircraft to replace the DC-3 fleet. The Procurement Division supported other Aeronautical Center activities by purchasing \$56 million worth of items.

Impressive statistics, impressive accomplishments, and impressive people. Thank you for the kind of effort and professionalism it took to bring this about. I am personally proud to be a part of the Aeronautical Center team and look forward to 1975 in anticipation of yet another bigger and better year. On behalf of the Administrator and the rest of the FAA, our heartfelt thanks for a job well done. Best regards and a happy and prosperous New Year to each of you.

Thomas J. Creswell
THOMAS J. CRESWELL

NEW TRAFFIC LIGHT AT CENTER . . . A traffic light has been installed at the intersection of S. W. 54th and MacArthur Blvd. It will be activated on Friday, January 10, beginning with the evening or outbound traffic. Continuing from that date, the control of traffic flow will be by automatic signals. No longer will there be a uniformed officer on hand to direct morning rush hour traffic. The change is necessary because of a variety of factors including a recent State Supreme Court decision, State Statutes, city ordinances, and the Fair Labor Standards Act.



The temporary signal installed features standard timing controls for red and green cycles and thus cannot be easily adjusted to accommodate changes in the direction of traffic volumes. The rate of flow will be approximately 1,000 vehicles per hour in any given direction. This rate is somewhat less than what we are accustomed to with one officer directing the flow. Current plans call for the installation of a more up-to-date and sophisticated system in early spring. Changes in the general construction of the intersection will probably be made at that time.

Because of the changes in the method of traffic control, each employee will have to make certain adjustments. First of all, the rate of traffic flow through the intersection will be somewhat reduced. A reduced rate of flow means more time required from home to office so extra time should be allowed. Secondly, extra patience and caution will be required until we can fully adjust if maximum safety is to be insured. We must also adjust to the fact that automatic traffic control means 24 hour control. With the usual good cooperation from Center employees the change can be accomplished without undue difficulties.

OUTSTANDING HANDICAPPED EMPLOYEE . . . Nancy Mae Mosshart, a Clerk-Typist in Data Services Division, was presented an engraved plaque naming her the Aeronautical Center Outstanding Handicapped Employee for 1974. Although deaf since the age of 15 months, Nancy performs with an error rate of less than one percent. Nancy has been a Center employee since 1968.

BLOOD DONORS NEEDED . . . The Aeronautical Center Blood Bank reserve has been hit severely during the past weeks, and if you can donate a unit of blood we urge you to do so when the Mobile Unit is at the Center on January 9th. The mobile unit will be at CAMI from 9 a.m. until noon, and employees who plan to give blood should schedule their time with Mary Chastain, ext. 4159.

MONROE CALCULATOR DEMONSTRATION . . . Monroe, The Calculator Company, will have a continuous showing and demonstration of their new lines of calculator models 325/392, 326/392, 324, 354, 344, 1880, 1860, 1830, 300, 1300, and 400 in Room 206A of the Aviation Records Building. For your convenience, the showing will be from 9 a.m. to 4 p.m. on January 15, 1975.

AF COMES UP WITH A FIRST**SUGGESTION PROGRAM AUTOMATED**

The government's first computer-based employee suggestion retrieval program went into operation on January 1 in the agency's Airway Facilities Service. The program, which will handle suggestions on electronic and plant equipment modifications as well as maintenance procedure modifications, is expected to substantially cut the time between suggestion and evaluation by reducing research time. Although final evaluation of suggestions meriting awards will generally still be made in Washington, duplicate suggestions can now be quickly culled out in the regions since they will have access to the nationwide computer data base. Each region will also have a complete record of past suggestions on microfiche film. This will give a full history of all past suggestions and their evaluation while only the bare facts will be included in the computer data base. However, the computer will also provide the regions with current status on all suggestions, eliminating the need for quarterly status reports from Washington. After one year of operation, results of the program will be evaluated to see if the system can be used for other offices agencywide. The only organizations at the Aeronautical Center involved in this test program are AAC-400, AAC-900, and AAC-1000.

'DANGEROUS ENCOUNTER'

Four FAA pilots flew into a lot of wake vortices recently, but they didn't have any trouble reaching the ground safely. They merely stepped out of a simulator at NASA's Ames Research Center at Moffett Field, Calif. With other pilots, the FAA men were engaged in a three-week program to collect data on pilot reactions to wake vortex encounters, in the first such use of a simulator (Continued on page 3)

STAY UP THERE

In the wake of the crash of TWA Flight 514 near Upperville, Va., recently, the agency has issued a special Notice to Airmen (NOTAM) reminding pilots that maintaining safe altitude at all times is their responsibility. The NOTAM cautioned pilots "that while operating under IFR on an unpublished route, or while being radar vectored, they may not, upon receiving a clearance for an instrument approach, descend below the applicable minimum altitude." The NOTAM also said that if the pilot was uncertain, he should immediately request assistance from air traffic control. The notice concluded by saying that regulatory action to make this operating practice mandatory is being expedited.

SAFE "LANDING" (Continued from page 1) . . . that actually moved to give the feeling of the encounters. The tests were preliminary to possible further ground and air simulations leading to all-computer simulations, which would use mathematical models of both pilot reactions and aircraft motion. The goal is to find out exactly what happens, under varying conditions, when an airplane flies into a vortex.

NEW MATERNITY LEAVE GUIDELINES . . . FAA is reviewing new Civil Service Commission guidelines (FPM ltr. 630-23) on absence for maternity reasons for their impact on current FAA regulations. Principle changes from the previous CSC policy are:

- The former "14-week guide," suggesting a six-weeks absence before delivery and eight weeks after the delivery of a baby, has been removed from the instructions. Instead, no time is specified. The length of absence from work is to be determined by the employee, her physician, and her supervisor on an individual basis.
- The same policies, regulations, and procedures that govern leave generally should be applied in the case of pregnancy.
- Prior policy contained no statement that employment should be assured during or after an absence for maternity reasons, although most agencies made such an effort. The new guidelines emphasize the employing agency's responsibility for continued employment in the same or comparable position following the maternity absence.
- Previously, the term "maternity leave" appeared throughout the instructions and guidance provided to agencies. This term has been replaced by "absence for maternity reasons" in recognition of the fact that under the law there is no such thing as "maternity leave"--just annual leave, sick leave, and leave without pay. The change is expected to alleviate confusion.
- Advance of sick leave for pregnancy is not specifically mentioned.

NEW NAME FOR FAST TRACK . . . The DOT High Speed Ground Test Center in Pueblo, Colo. has been renamed the Transportation Test Center. At the site, various urban transit and high speed intercity vehicles are being developed by the Department. Included are conventional rail cars, a linear induction vehicle which has been tested at speeds up to 255 mph, and two types of tracked air cushion vehicles which have run as fast as 150 mph. Testing first began in May 1970.

WHAT'S IN A NAME . . . Effective immediately, and until notified otherwise, all letters and memoranda for the Secretary of Transportation's signature should be prepared without the Claude S. Brinegar signature line. The Secretary of Transportation letterhead should still be used. Avoid the use of the first person pronoun in the text of correspondence.

QUIET PLEASE . . . The agency has adopted a new regulation setting maximum noise levels for propeller-driven small aircraft aimed primarily at stopping the escalation of noise by these planes. The rule sets maximum noise levels ranging, according to weight, from 68 to 82 decibels (A-weighted) for propeller-driven small aircraft applying for type certification after Oct. 10, 1973, and 68 to 80 db(A) for those applying for type certification after Jan. 1, 1975. The rule affects all propeller-driven airplanes under 12,500 pounds in the normal, utility, acrobatic, transport and restricted category with the exception of those airplanes used in agricultural and fire-fighting operations.

MAKING SURE THEY "GET THE WORD" . . . In order to assure continued and improved flight information service to the aviation community, FAA's National Flight Data Center (NFDC) is embarking on a five-year plan to support the total agency needs for information on airports, airspace, facilities and flight procedures. Currently the fully automated center, connected to the FAA computer center in Oklahoma City via telephone lines, supplies flight information for various publications including the Airman's Information Manual and all the information aeronautical chart producers require. For instance, the information on VFR, enroute and approach procedures charts all comes directly from NFDC. The center also passes on critical information to FAA air traffic facilities on a daily basis. One of the major goals of the expansion plan is to cut the time for developing instrument approach procedures by an estimated two thirds over present schedules. This will be done by using automated techniques.

GOVERNMENT 2, EMPLOYEES 0 . . . The Federal government is coming out ahead in court cases brought by employees seeking to overturn the government's right to levy income tax on the seven percent of Federal and Postal employee salaries which is paid for retirement benefits. In a recent California case, the U.S. Tax Court upheld the government's right to tax the seven percent contribution. A similar case, now under appeal, was previously won by the government in Michigan. In the California case, the court rejected the notion that the contribution to the retirement fund is deferred compensation, to be taxed only after pension payments begin, when income is lower and subject to less taxation.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Two years--MONTREAL PC-38/74, Legal Officer, P-4, Gross: U.S. \$22,680 per annum and Net (free of tax): U.S. \$16,542 per annum. PC-39/74 Chief, Joint Financing Section, P-4. PC-40/74 Technical Officer, Aeronautical Information, P-4. Applications due in AIA-29 by 2/20/75. Additional information about duties, qualifications, salary, and benefits is available at your Manpower Office. FAA employees accepting ICAO assignments are entitled to restoration rights.

January 8, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: January 15, 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.

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>PLANT ENGINEERING DIVISION</u>		
75-2	CANCELLED/AIR CONDITIONING AND HEATING EQUIPMENT OPERATOR FOREMAN, WS-5401-10 Unable to fill position at this time.	AAC-55	
75-12	Construction Inspector, GS-809-9	AAC-53	809
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-13	Training Specialist (Aviation Physiology), GS-1712-12	AAC-100	1712
Qualification standards require extensive knowledge and experience in all facets of civil aviation physiological training programs.			
	<u>FAA DEPOT</u>		
75-14	Supply Clerk, GS-2005-5	AAC-480	2005
75-15	Freight Classification Spec., GS-2131-8	AAC-430	2131
	<u>FAA ACADEMY</u>		
74-326	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 Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.



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75-3 January 15, 1975

ALSO: NTSB MADE INDEPENDENT

NEW LAW ON HAZARDOUS MATERIAL

The Secretary of Transportation gained broad power to regulate the transportation of hazardous materials while losing authority over the National Transportation Safety Board under a bill signed by the President early this month. The Transportation Safety Act of 1974 removes NTSB from DOT and makes it an independent agency as of April 1, 1975. The Secretary's new regulatory authority includes all modes of transportation of any material he designates hazardous, including shipping, handling, packaging, inspection, numbers and training of personnel handling the materials and manufacture, testing and repair of packaging. Within 120 days after the law's enactment, the Secretary must issue proposed regulations specifically on the transportation of radioactive materials on any passenger-carrying aircraft. Carriage of radioactive materials aboard passenger-carrying aircraft is prohibited unless for research or medical diagnosis or treatment. Certain firearms and ammunition carried by individuals for personal use are exempt from the law; however, carrying of such items on passenger airlines is subject to a stringent anti-hijacking law. The independent NTSB will be permitted to send its budget request and any testimony or legislative proposals directly to Congress without any required stopovers at other Federal agencies. DOT will be required to respond within 90 days to Board recommendations and provide either a timetable for implementation or reasons for non-adoption. In the future, two of the Board's five Presidentially-appointed members must be named on the basis of their technical qualifications. Beginning in 1976, separate appointment of the chairman will be subject to Senate approval, as are other members now.

TOP FAAERS TO MEET

A special meeting of top FAA Washington management and regional directors has been called by Transportation Secretary Brinegar to discuss issues raised in a recent House subcommittee report on aviation which was generally critical of FAA. At the meeting, the top officials, including Administrator Butterfield and Deputy Administrator Dow, will explore in depth the appropriate organizational structure and management philosophy for carrying out FAA's various missions. Following discussions, the Secretary will appoint a top level panel to explore the issues and report back to his successor in 60 days.

STANTON MOVES WEST

Robert Stanton will be transferred from his post as Director of the Eastern Region to Director of the Western Region, replacing recently-retired Arvin O. Basnight. Stanton rose from Deputy Director to become Director of the Eastern Region in August 1973. He will move to the Los Angeles post in the near future.

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C-7; AAC-5 (6)

TROUBLE OVER THE NORTH ATLANTIC . . . The aircraft was a big Moroccan Air Force four-engine C-130. The pilot radioed the New York enroute center to tell them that his navigation equipment was faulty and he did not know his position. There were 16 persons aboard the aircraft and only two hours of fuel as it droned over the North Atlantic toward the U.S. East Coast. Controllers immediately notified the Atlantic Search and Rescue Coordination Center in case the plane had to ditch. When the position of the aircraft was established by direction finding equipment, the pilot was told to tune into the Nantucket, Mass., radio beacon. He flew on, knowing, at least, he was on the right course. By this time other planes in the C-130's area, including three Navy antisubmarine patrol planes, were standing by to help pinpoint the lost plane's exact position, and search and rescue planes had taken off from Bermuda and North Carolina. Help was there, but it wasn't necessary. With the aid of information and clearances provided by the New York Center team, and by using extreme fuel conservation measures, the plane flew to Otis AFB, Mass., where it landed. During the month of December 1974, 179 flight assists were reported--69 by FSSs, 73 by towers and 37 by centers. There were a total of 271 people reported on board the aircraft involved.

A BRAND NEW HOME . . . The New York Common IFR Room is scheduled to move into spanking new quarters in 1979. Construction of the new \$25 million facility is expected to start next fall at Mitchel Field on Long Island, N.Y. Raymond Van Vuren, Eastern Region's AT Division Chief, predicted the new facility would handle about 1.5 million flights a year, 50 percent more than the present Common IFR room which is located in Hangar 11 at Kennedy Airport. Controllers in the new facility, like controllers in the present one, will guide traffic in and out of the area's three major airports, Kennedy, LaGuardia and Newark, and to and from satellite airports.

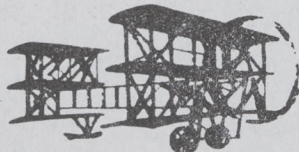
ANCHORAGE TAKES OVER FROM FAIRBANKS . . . After 31 years and two months of operation, the Fairbanks, Alas., enroute center closed down January 3, and its vigil over the arctic skies was transferred to the Anchorage Air Route Traffic Control Center. The Murphy Dome radar which served the Fairbanks center now sends its signals over land lines to Anchorage. Fairbanks controllers and technicians were by no means left out in the cold; they were either reassigned to other centers (including Anchorage) and the Murphy Dome site or retired. A single Anchorage sector, which uses components of ARTS III equipment, now controls the traffic formerly handled by Fairbanks.

THIS WAS THE YEAR THAT WAS . . . The January issue of FAA WORLD covers "The Year in Review--1974." It's loaded with photos from around the country and short-burst stories covering the major programs and events of the year. Read and save this document of the Year of the Tiger.

ALL OF YOUR BUSINESS . . . The Privacy Act of 1974 was signed by President Ford on December 31 and provides safeguards for an individual (including Federal employees) against an invasion of personal privacy by requiring Federal agencies to use current and accurate personal information only for necessary and lawful purposes. The law also requires agencies to maintain records of dissemination of such information. With certain exceptions, the law requires an agency to grant access by an individual to his or her records for inspection and/or copying, permits an individual to request corrections, provides for review of agency refusals to correct, and requires an agency to inform others of correction or notation of dispute. The above provisions will become effective at the end of September 1975.

COCKPIT TRAINER FOR SABRELINERS . . . Two new cockpit training devices for pilots of Sabreliner flight inspection jet aircraft were delivered recently to the Aeronautical Center. These relatively inexpensive devices, which were designed by Center personnel and built by a contractor, do not contain computer flight logic and other sophistications. Consequently, they do not "move and shake" or otherwise simulate an aircraft in actual flight as would a flight simulator. However, the cockpit trainer allows pilots to familiarize themselves with cockpit controls, gauges, dials etc. The trainees learn while sitting in the cockpit mockup, viewing diagrams and text on a screen occupying the windshield area. The concepts are then applied by the pilot to the actual manipulation of controls and instruments in the cockpit. Two similar trainers are in use for Jet Commander aircraft. Savings in time and money are credited to the trainers.

FAA AND NAATS TO NEGOTIATE . . . Talks between the agency and the National Association of Air Traffic Specialists (NAATS) are scheduled to begin January 29 at a site near Washington, D.C., yet to be determined. NAATS recently delivered proposals for amending the present agreement in a 154-page package, consisting of 65 articles, and the association advises that they will deliver some additional proposals shortly. The proposals thus far received are now being analyzed by the Office of Labor Relations and other interested offices and services, and appropriate counter proposals are being prepared. The FAA bargaining team will be composed of seven members and an observer from the Office of the Secretary of Transportation. William Heimbach, Office of Labor Relations' Deputy Director, will lead the team and serve as principal spokesman. The union team will also be composed of seven members.



January 15, 1975

- 4 -

MONROE CALCULATOR DEMONSTRATION . . . Monroe, The Calculator Company, will have a continuous showing and demonstration of their new lines of calculator models 325/392, 326/392, 324, 354, 344, 1880, 1860, 1830, 300, 1300, and 400 in Room 206A of the Aviation Records Building. For your convenience, the showing will be from 9 a.m. to 4 p.m. on January 15, 1975.

ASSURING INTEGRITY OF THE MERIT SYSTEM . . . The President has recently reaffirmed his strong commitment to the merit principles and the Civil Service system. He has unequivocal expectation that we insure the integrity of this system. The FAA is likewise committed and is advising all employees that they have available means of assuring themselves that the merit system integrity is being maintained at the work site. Mr. William R. Ramsey (Primary) and Mr. J. William Newman (Alternate) of the Aeronautical Center Planning Staff, AAC-6, have been appointed to receive complaints from employees who have a basis for believing that personnel laws or regulations at the Aeronautical Center are being violated. These are the officials to whom employees can provide the facts, without fear of reprisal. Appropriate inquiry and action will follow.

This program does not replace the normal avenues open to employees for resolving matters which can be processed under grievance appeals, discrimination complaints and/or differences resulting from negotiated agreements in labor contracts. Such complaints are not to be referred to Messrs. Ramsey or Newman.

FAA AVIATION EXPLORER POST 8 . . . Explorer Post 8 is celebrating its first anniversary with a special meeting Tuesday, January 28, 1975. The purpose of the meeting is to invite young adults ages 14 through 21 years, who are interested in the field of aviation, to join our Post. This program is co-educational and covers different phases of aviation. The meeting will be held at 7 p.m. in the FAA Center Headquarters Building Auditorium, S. W. 65th and MacArthur Blvd. Bring your parents and a friend. For further information call George Torres/ext. 2749; Herb Robinson/ext. 4724; or Cliff Tucker/ext. 2747.

FROM YOUR EMPLOYEES ASSOCIATION . . . Oklahoma City University basketball game tickets available in your EA - Hockey tickets available in your EA - Magic Kingdom club cards for Disneyland/Disneyworld - Post your want ads at your EA - Use the EA bulletin board.

COMING EVENTS . . . January 17 - Civil Rights Committee Meeting, Room 206 ARB; January 21-23 - Research & Training Conference, CAMI Conference Room; January 27 - Civil Service Commission Course, Room 206 ARB; January 29 - Supply Lecture, Room 206 ARB.

January 15, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: January 22, 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.

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>ADMINISTRATIVE SERVICES DIVISION</u>		
75-20	Illustrator, GS-1020-9	AAC-43	1020
75-21	Librarian, GS-1410-9	AAC-44	1410
	<u>FAA DEPOT</u>		
75-22	Supply Clerk, GS-2005-4	AAC-480	2005
	<u>FAA ACADEMY</u>		
75-23	Supply Clerk, GS-2005-4	AAC-940	2005
74-329	Aviation Safety Inspector (Operations - 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.

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing date: January 22, 1975

Area of consideration: Oklahoma City geographical area (FINFO Headquarters and the OKC FIFO)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-75-1	*Supervisory Navigation Systems Specialist, GS-301-13	AFS-550	301
FINFO-75-2	*Data Processing Officer, GS-301-14	AFS-550	301

*Temporary promotion not-to-exceed one year.

January 15, 1975

- 6 -

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Raymond V. Boice	Aerospace Engineer (Instruction)	AAC-950	74-168
James T. Murphy	Airports Program Manager (Inst.)	AAC-960	74-208
James L. Wippert	Aviation Safety Inspector (Airworthiness - Instruction)	AAC-950	74-209
Elwyn A. Rodgers	ATC Specialist (Center - Inst.)	AAC-930	74-217
Michael P. Hipsher	"	"	"
Michael J. Brown	"	"	"
James H. Woolens	Materials Expediter	AAC-430	74-276
Cecil C. Fillmore	Electrical Equipment Repairer	AAC-440	74-298
Joe F. Simpson	Administrative Officer	AAC-100	74-301
Connie Coleman	Medical Record Tech. (Typing)	AAC-130	74-304
V. Jequetta Littlejohn	Secretary (Stenography)	AAC-240	74-305
A. Jalene Davis	Clerk-Typist (OCR)	AAC-203	74-312
Verna L. Decker	Budget Analyst	AAC-30	74-319
Roy L. Smith	Clerk	AAC-850	74-325
Maxine Breyette	Aviation Procedures Clerk (Steno)	MSP FIFO	FINFO-74-33
Albert P. Domagall	Aircraft & Avionics Maintenance Officer	MSP FIFO	FINFO-74-38



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service to man in flight

75-4 January 22, 1975

COCHRAN NAMED ASSOCIATE ADMINISTRATOR

Jefferson W. Cochran, Director of the Airway Facilities Service, has been named Associate Administrator for Engineering and Development by the Administrator. He replaces Gustav E. Lundquist who is retiring. Before being appointed AAF Director in 1971, Cochran served as Director of the Systems Maintenance Service. He joined the agency in 1948 as an electronics engineer in the Southwest Region. In 1972 he was presented the DOT Award of Meritorious Achievement.

SHARP AAF DIRECTOR

Appointed the new Director of Airway Facilities Service is Warren C. Sharp who served as the deputy director for the past three years. Before his stint as deputy, he was chief of the Maintenance Engineering Division. A graduate of Kansas State University, he joined the agency in 1947 as an electronics technician at the Airway Facilities Sector in Des Moines, Iowa.

NAMED FOR 1974-75 PROGRAM

SIX EXEC CANDIDATES CHOSEN

Participants in the 1974-75 FAA Executive Development program have been approved by Administrator Butterfield and Secretary Brinegar. The six candidates selected include: George A. Hendon III, Chief, Management Analysis Division, Office of Management Systems; Donald A. Schroeder, Chief, Planning Assistance Branch, Office of Aviation System Plans; Melvin R. Larsen, Logistics Officer, Pacific-Asia Region; William H. Pollard, Operations Specialist, AT Division, Southern Region; Edward T. Harris, Chief, Los Angeles ARTCC; and Parke Potter, Chief, Facilities Establishment Branch, Western Region. The program will officially begin in Washington the week of February 3 when the six participants assemble for intensive orientation in Headquarters operations and begin working on their individualized development plans. In the course of their development, the participants will work in responsible middle management positions, undertake special work assignments, participate in formal training and complete an intermodal assignment with one of the other Administrations in the Department of Transportation.

NEW DOT CHIEF NOMINATED

President Ford has nominated William Thaddeus Coleman, Jr., to become the next Secretary of Transportation after the resignation of Secretary Brinegar on February 1. If his nomination is confirmed by the Senate, Coleman will be only the second black to serve at the Cabinet level. The first was Robert Weaver who served as Secretary of Housing and Urban Development from 1966 to 1968. Among other activities, Coleman is currently president (Continued on page 2)

DOT SECRETARY (Continued from page 1) . . . of the National Association for the Advancement of Colored People (NAACP) Legal Defense Fund, a senior partner of a Philadelphia law firm and a director of Pan American World Airways. A leader in civil rights causes, he graduated Magna Cum Laude from Harvard Law School. In the field of transportation, he has worked as a legal counsel with the cities of Philadelphia and Cincinnati while they set up local transit systems, and he has worked extensively with transportation matters. Coleman was the first black to serve as a law clerk to Supreme Court Justice Felix Frankfurter in 1948.

SAVE ENERGY AND \$\$\$. . . To save energy and cash, Michael D. Carnevale, an electronics technician at Tampa (Fla.) International Airport, suggests that water heaters be turned on one-half hour before use and turned off after use. In a study of several homes he found this caused no inconvenience to the household and cut water heater "on time" to only four hours a day. Carnevale also said that the turning on and off can be done manually or automatically with a \$12 timer.

PLANE FARES DOWN ? ? ? The Department of Transportation has asked the Civil Aeronautics Board to consider an immediate 10 percent reduction in domestic air coach fares as a way to combat inflation, improve aviation fuel efficiency and expand air transportation for the traveling public. The department also urged CAB to approve proposals by three U.S. carriers--American, TWA and United--to reduce certain excursion fares pending consideration of the 10 percent air coach fare reductions. The carriers' proposal, if implemented on an industrywide basis, would be equivalent to a four percent reduction in fare levels.

ATLANTA AND ENVIRONS VIA THE CARIBBEAN . . . The Southern Region AT Division recently announced that out-of-region personnel serving air traffic tours of duty in the San Juan and Balboa areas may request and be considered for retention in the Southern Region. The request should be made through the facility chief at the overseas location between five and six months prior to the completion of the tour. The Southern Region will respond at least 90 days prior to the completion of the requestor's tour.

HOUSTON GOES OPERATIONAL WITH RDP . . . The Houston enroute center became the 16th center to go operational with the NAS Enroute Stage A radar data processing system with an operational readiness demonstration on January 7. The four remaining centers expected to go operational with this equipment during the next few months are: Salt Lake City, Minneapolis, Boston and Miami. The computer-based system electronically writes out aircraft altitude and identity directly on the radar screen for controllers to read.

CRIME PREVENTION TIPS . . . The Southern Region has come up with a series of crime prevention tips we will pass on to all our readers from time to time. The precautionary measures were written specifically for women, but they can be useful to men also. Obscene Or Annoying Telephone Calls: (1) Never give any information to strangers on the phone...Don't reveal your phone number in response to a wrong number call. (2) If you receive an obscene call, refrain from displaying emotion to the caller... Don't plead with the caller; just hang up, but don't slam the receiver down. (3) If you receive calls of this nature, record the dates, time, and what words were spoken by the caller. This information will assist in the investigation of the incident. (4) Instances of continuous wrong number calls, annoying calls, or obscene calls should be promptly reported to the police and to the telephone company business office.

EPA WANTS LESS NOISE . . . The Environmental Protection Agency has proposed a regulation to reduce noise from jet airplanes approaching an airport. The proposal, submitted to FAA, is to require pilots of jet airplanes approaching an airport to maintain a minimum altitude of 10,000 feet as they enter an airport terminal area, and descend below 5,000 feet only after entering the descent area. FAA advisories now suggest these altitudes, but do not require them. The EPA proposed regulation also specifies that airplanes descend below 3,000 feet only after entering their final glide-slope to the runway. EPA estimates that adoption of the regulation by FAA would reduce the size of areas around airports exposed to the very highest noise levels by 20 to 25 percent.

FEDERAL AND POSTAL EMPLOYEE UNEMPLOYMENT . . . The Federal and postal employee unemployment rate is 1.3 percent, compared to the national unemployment rate of 7.1 percent. Out of a force of nearly three million, about 40,000 jobless Federal employees are collecting unemployment compensation benefits.

GENERAL AVIATION FATALITIES DOWN . . . Although the total number of general aviation accidents increased in 1974 over 1973, the number of fatal accidents and the number of fatalities both decreased. According to figures released last week by the National Transportation Safety Board, there were 4,362 general aviation accidents in 1974, compared to 4,251 in 1973. However, fatal accidents decreased from 722 in 1973 to 653 in 1974, the lowest number since 1970. At the same time fatalities decreased from 1,411 in 1973 to 1,290 in 1974--the lowest number of fatalities since 1966. The accident rate per 100,000 aircraft hours flown was also slightly less in 1974 than in 1973. It decreased from 14.1 per 100,000 hours to 14.0. While total U.S. air carrier accidents were slightly up in 1974 (47 compared to 43 in 1973), the number of fatal accidents remained constant with nine in each year. However, fatalities more than doubled, jumping from 227 in 1973 to 467 in 1974.

January 22, 1975

- 4 -

FLIGHT INSTRUCTOR REFRESHER COURSE . . . There will be a Flight Instructor Refresher Course, February 11, 12, and 13, 1975, at the Hilton Inn, Interstate 40 and Meridian. All FAA Flight Instructors are welcome to attend as guests of the AOPA. If you wish to attend contact Mary Brewer, ext. 4308.

ENERGY CONSERVATION . . . FY-75, Second Quarter natural gas and electricity use decreased an additional 3% from that used in the second quarter FY-74. Based on FY-73, second quarter actual use, the reductions were 22% for electricity and 33% for natural gas, or approximately six million kilowatt hours of electricity, and 50 million cubic feet of gas. Water billing was 10% below that of second quarter FY-73. Conservation Goal: To maintain space temperatures during working hours, between a low of 68 degrees and a high of 80 degrees without utilizing either heating or cooling, unless special requirements dictate otherwise.

FAA AVIATION EXPLORER POST 8 . . . Explorer Post 8 is celebrating its first anniversary with a special meeting Tuesday, January 28, 1975. The purpose of the meeting is to invite young adults ages 14 through 21 years, who are interested in the field of aviation, to join our Post. This program is co-educational and covers different phases of aviation. The meeting will be held at 7 p.m. in the FAA Center Headquarters Building Auditorium, S. W. 65th and MacArthur Blvd. Bring your parents and a friend. For further information call George Torres/ext. 2749; Herb Robinson/ ext. 4724; or Cliff Tucker/ext. 2747.

FROM YOUR EMPLOYEES ASSOCIATION . . . Okla. City University basketball game tickets available in your EA - Hockey tickets available in your EA - Magic Kingdom Club cards for Disneyland/Disneyworld - Post your want ads at your EA - Use the EA Bulletin Board.

FLIGHT LINE SECURITY SYSTEM . . . A new security system is now in full operation on the flight line. The system was completed when magnetic badge readers were installed and now provides 24 hour access control for Hangars 8, 9, 10, and all adjacent ramp areas. Basic system features include: (1) a guard post at Gate 12 for vehicular access control; (2) a special gate (Gate 13) equipped with intercom system and electric lock with remote control; (3) magnetic badge readers on hangar doors and selected ramp gates. All readers are tied into a central controller which monitors all activity. Employees who have frequent flight line access requirements were issued special coded badges for use as keys. Employees having periodic and unpredictable access requirements should use Gate 12 during normal duty hours (8:00 - 4:30) and Gate 13 after normal duty hours.

January 22, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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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>ADMINISTRATIVE SERVICES DIVISION</u>		
75-25	General Supply Specialist, GS-2001-7	AAC-44	2000
	<u>PLANT ENGINEERING DIVISION</u>		
75-26	Air Conditioning and Heating Equipment Operator Helper, WG-5401-5	AAC-55	JE-0001
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-27	Aviation Safety Inspector, GS-1825-12	AAC-230	1825
	This position requires a pilot background. Qualification standards for General Aviation Operations Inspector, GS-1825 apply.		
	<u>FAA DEPOT</u>		
75-28	Clerk-Typist, GS-322-4	AAC-480	300-2
	<u>FAA ACADEMY</u>		
75-29	Training Technician, GS-1702-5	AAC-940	1702
	This position has promotion potential to GS-7 without further competition.		
74-336	Electrical Engineering Technician (Instruction), GS-802-9/11	AAC-941	802

Applicants selected at the GS-9 level will be eligible for promotion to GS-11 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 worthy of moving into management and possesses necessary potential for becoming an effective instructor.



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75-5 January 29, 1975

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FAA LOOKS AT STRATOSPHERE

FAA is taking over responsibility for the Department of Transportation's Climatic Impact Assessment Program (CIAP) and will conduct a continuing program to determine the effects on the earth's environment of high altitude aircraft such as the supersonic transports (SSTs). The action follows a DOT report to Congress last week which concluded that the currently scheduled fleet of world SSTs cannot harm the earth's environment, but added that future expansion of the high-altitude aircraft fleet must be carefully monitored to permit timely regulation, if necessary, to provide a safeguard against environmental damage. The report notes that "future harmful effects to the environment can be avoided if proper measures are taken to develop new engine technology leading to lower levels of nitrogen oxide emissions (Continued on page 2)

WATCH THAT GROUND

A ground proximity warning system (GPWS) has been installed on the agency's DC-9 aircraft at Oklahoma City for evaluation and training purposes. The system, which gives pilots both a visual and aural alert, is intended to provide warnings of dangerous flight paths due to: excessive descent rates, excessive terrain closure rates, significant descent after take-off or insufficient clearance when not in the landing configuration--that is with flaps and gear down. The GPWS was installed on the FAA plane to acquaint air carrier inspectors with the equipment during recurrent training and to evaluate overall system performance and functional characteristics. As a result of recent FAA action, the warning system will be required on all large turbine powered aircraft in the airline fleet by Dec. 1, 1975.

2001...2...3

A priority program to begin planning the air transportation system up to the year 2000 and beyond has been announced by Administrator Butterfield. The Administrator said that FAA must begin to think in terms of "longer lead time in planning" and that "1975 is not too soon to begin a serious planning effort to help provide for a smooth and orderly transition to the aviation needs of the next century." The nucleus of this planning activity is a recently-created group of professional planners called the "futures group" under the direction of Frederick A. Meister, Acting Associate Administrator for Policy Development and Review. Their studies will serve as a tool to help develop major public aviation policies responsive to long-term national aviation requirements. The current focus of the futures group is the development of a series of postulated "worlds" or scenarios, with varying economic, political, technical and social characteristics.

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SST POLLUTION (Continued from page 1) . . . and the use of jet fuels having a sulphur content smaller than that in current fuels." Frederick A. Meister, Acting Associate Administrator for Policy Development and Review, said a "continuing atmosphere monitoring and research program can further reduce the uncertainties in our current scientific knowledge...and ascertain whether atmospheric quality is being maintained, provide guidance for decisions concerning regulatory actions and minimize the cost of providing any required environmental safeguards." Meister said the high-altitude pollution study will be a part of the total environmental program carried on by FAA's Office of Environmental Quality. He said that program includes the continuing study of aircraft noise, aircraft engine emissions such as those identified in the Climatic Impact Assessment report, and environment assessment of airport development projects.

KEEPING THEM SAFE . . . A Minimum Safe Altitude Warning System for the automated radar terminal system (ARTS III) was delivered to Denver's Stapleton Airport last week for field evaluation. This system, devised by UNIVAC, will enable controllers to alert pilots to potentially dangerous reductions in altitude. The computer program will trigger a visual signal on the ARTS III radar screen as well as an aural signal when a plane descends below or is about to descend below a predetermined minimum safe altitude. Before being delivered to Denver, the MSAW system was tested at NAFEC and minor deficiencies were corrected.

EXEC SCHOOL WELCOMES GOLDEN CLASS . . . This week marks the 50th class at FAA's Executive School in Charlottesville, Va. The first class in this long-running training program for top FAA officials took place in October 1959. Since then 1,418 agency managers and executives have attended the two-week course. "Students" include such people as regional directors, office and service directors, associate administrators and deputies in these positions. Managed by Vic Onachilla of the Office of Training almost since its beginning, the school emphasizes the dual themes of agency management effectiveness and personal managerial effectiveness. Talks by other top officials and "laboratory" sessions are the main teaching methods.

NEW FS DIVISION STRUCTURE . . . The Flight Standards Service in Washington has been restructured to establish an Air Carrier Division, AFS-200, and a General Aviation Division, AFS-800, in lieu of the Maintenance Division and the Flight Operations Division which were abolished. The Accident Prevention Program Staff and the Aviation Safety Publications Branch also were transferred to the new General Aviation Division. Information about internal routing symbols and personnel assignments appears in Notice 1100.127.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal, 2 years-PC-41/74 Economist, P-4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. PC-42/74 Supervisor, Printing Unit, P-2/P-3, P-2 Gross: U.S. \$14,780 per annum, Net (free of tax): U.S. \$11,346 per annum; P-3 Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. PC-45/74 Technical Officer, AGA, P-4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. 3 years-PC-46/74 Technical Officer, Aviation Security, P-4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. 2 years-PC-44/74 Chief, Arabic Unit, P-4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. PC-43/74 Language Officer (Translator), P-3, Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. Language requirement for (PC-44 & 43/74): Arabic must be mother tongue, or the language used for education; ability to write translations from Arabic into English, and vice-versa; working knowledge of French, Spanish, or Russian would be a valuable additional qualification. Applications due in AIA-29 by February 25, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TV TAKES WING . . . The ancient dream and modern reality of flight will be shown in a Smithsonian Television Special on the CBS network this Friday night, January 31. Check your local station for the exact time. Part of the show features a high school student project of rebuilding an "L-4" military reconnaissance aircraft. The program also includes many other historic aircraft illustrating the worldwide growth of aviation. Many of these same aircraft will subsequently be displayed in the new Smithsonian Air and Space Museum to open in July, 1976.

NO MORE BUDGET BRINKMANSHIP . . . Federal agencies are expected to have less difficulty following through on budget and employment plans at the beginning of each fiscal year as a result of a law establishing October 1 through September 30 as the start and finish of the fiscal year, beginning in October 1976. Because the President's budget proposal will still be presented in January, Congress will have an extra three months to work on appropriations for the various agencies, hopefully finishing before the new fiscal year begins. The same law also established the Congressional Budget Office to work with the Executive Branch and the House and Senate budget committees, giving Congress a better overview of Federal budgets. The law requires the Executive Branch to report its reasons before impounding any appropriated money.

January 29, 1975

- 4 -

DISPLAY OF ELECTRONIC HARDWARE AND TEST EQUIPMENT . . . Palatine Sales, Inc., will have their Winnebago display van parked west of the Headquarters Building, from 8:30 a.m. to 4 p.m., February 6, 1975. They will be displaying electronic hardware and test equipment.

FAA FLYING CLUB MEETING . . . The monthly meeting of the FAA Flying Club will be held Friday evening, January 31, 1975, at the Wiley Post Airport Terminal Building Restaurant. A buffet dinner will be served at 7:00 p.m. for \$2.00 per person. All members are encouraged to attend and bring their wives or girl friends. Plans for a club sponsored pilot pinch hitters course to be held this spring will be discussed. Call Jack Parrish, ext. 2570, as soon as possible for reservations.

FROM YOUR EMPLOYEES ASSOCIATION . . . Okla. City University basket- ball game tickets available- in your EA - Hockey tickets available in your EA = Magic Kingdom Club cards for Disneyland/Disneyworld = discount tickets to Lincoln Plaza Playhouse Dinner Theatre. Post your want ads at your EA - Use the EA Bulletin Board.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
75-34	<u>DATA SERVICES DIVISION</u> Computer Aid, GS-335-6	AAC-342	335
75-35	<u>FAA DEPOT</u> Supply Cataloger, GS-2050-5	AAC-492	2000
75-36	<u>AIRCRAFT SERVICES BASE</u> Electronics Technician, GS-856-5	AAC-830	856
75-37	Pantographer Helper, WG-4423-5	AAC-830	JE-0001

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

January 29, 1975

- 5 -

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Dale Kellerman	ATC Specialist (Center - Inst.)	AAC-930	74-217
Lawrence Tremblay	"	"	"
Carl P. Dean	"	"	"
Ronaldo C. Mata	"	"	"
George DiLeo	"	"	"
Carl E. Cowgill	Supv. ATC Specialist (Inst.)	AAC-930	74-218
Daniel W. Sherry	Education Specialist	AAC-920	74-332
Jack Kilgore	Supervisory Production Controller	AAC-850	74-268
Larry C. Gausman	Inventory Management Specialist	AAC-480	74-288
Louis McCollom	Electronics Technician	AAC-830	74-302
Sharon Ashford	Coding Clerk	AAC-250	74-313
Anita Blue	"	"	"
Irma R. Charles	Computer Operator	AAC-340	74-314
Louis A. Rainge	"	"	"
Patricia A. Rogers	"	"	"



AERO CENTER intercom

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

75-6 February 5, 1975

NAFEC HONORED

The National Aviation Facilities Experimental Center (NAFEC) has been cited by the Department of Transportation for "outstanding performance and achievements contributing significantly to the accomplishment of the Department's mission from July 1, 1973 to June 30, 1974." In recent ceremonies in New York, NAFEC Acting Director

Faith accepted the New York Field Coordination Group Annual Unit Award, conferred by the Secretary of Transportation's Regional Representative.

NEW YEAR RESOLUTION: MAKE A SUGGESTION

Four billion dollars in savings have resulted from Federal employees' economy suggestions, ideas and inventions in the first 20 years of the government's Incentives Awards Program, according to the Civil Service Commission. Uncle Sam still came out far in the black after paying \$300 million to employees whose ideas were adopted.

Deputy Administrator On Panel

TASK FORCE TO STUDY SAFETY

A nine-member task force to study the organizational structure and management approach employed by the FAA in carrying out its various missions, including aviation safety, has been formed by the Department of Transportation. Headed by Assistant Transportation Secretary Benjamin O. Davis, the panel will consist of six full-time and three part-time members, including FAA Deputy Administrator Dow, who will serve as executive secretary, and former astronauts Michael Collins and Neil Armstrong. The task force was created to consider various safety issues raised in a recent Congressional report and in an FAA Flight Standards task force report. The other committee members are: Warren Bennis, president of Cincinnati University; George Warde, former president of American Airlines; Louis Young, retired Bendix vice president; Edgar Cortright, director of NASA's Langley center, and Willis Hawkins, former Lockheed vice president. The task force will report in 60 days.

MOSTLY THEY WEAR WHITE HATS

That is, most of the General Aviation District Office inspectors wear white hats--they're the good guys--according to a recent survey taken by the U.S. Parachute Association and published in the January issue of Parachutist magazine. The survey revealed that a convincing 92 percent of the chutists queried found FAAers "friendly" while a mere eight percent said the inspectors were "rude." Another 85 percent found FAA inspectors helpful and only 15 percent said they were "interfering." Also, 80 percent of those asked said FAA inspectors were reasonable while 20 percent characterized them as "dictatorial." FAAers did not do as well when rated on their knowledge of parachuting, however. (Continued on page 2)

WHITE HATS (Continued from page 1) . . . Only 37 percent of the jumpers found them "knowledgeable" while the remaining 63 percent gave a negative response. In a signed column published with the survey, Administrator Butterfield said, "We in the FAA are gratified by the results of the USPA poll because it shows not only what we are doing right but that we can do better. And it seems to say too that on balance the relationship between the FAA and the parachutist is a healthy one marked by mutual awareness and understanding of each other's interests." He added that "just as the survey found the average FAA inspector is not a bureaucratic ogre out to throttle sport parachuting, experience has demonstrated that the jumper is not an irresponsible daredevil bent on risking life and limb and endangering other airspace users in the process."

NEW WEATHER EQUIPMENT FOR FSSs . . . Factory acceptance test of the Aviation Weather and NOTAM System (AWANS) took place last week at the E-Systems plant in Garland, Texas. This computer equipment will permit a flight service station specialist to enter an aircraft's departure and destination and get all pertinent weather information and NOTAMS for 50 miles on each side of the flight path displayed on a cathode ray tube (CRT). Also available to him on the CRT will be appropriate graphics, including weather maps. The weather and NOTAM data is fed into the equipment from the Kansas City Switching Center and includes weather information principally from the National Weather Service, the Air Force and FAA while the weather maps come from the National Meteorological Center in Suitland, Md. Shipment to and installation of the equipment in the Atlanta FSS is scheduled for February. There it will undergo a one-year operational evaluation.

MORE ON HAZARDOUS MATERIALS . . . FAA will be represented on a Department of Transportation task force to review the hazardous materials carried on aircraft to determine which materials could reasonably be carried by surface transportation and have no justification for carriage by air. The task force will focus its efforts on recommendations by the Air Line Pilots Association concerning the transportation of hazardous materials on planes, especially passenger-carrying planes. The task force has been ordered to report the results of its study by mid-March.

NEW ST. LOUIS AIRPORT SHELVED . . . Because of downward revisions in the outlook for aviation growth in the St. Louis area, DOT Secretary Brinegar in one of his last official acts has announced that the plans for building a new airport in the area have been shelved, at least temporarily. He said that as a result of a recent study, it appears that the present airport, Lambert Field, may be technically capable of serving the area's air carrier needs into the mid-1990s. However, he added that it would be prudent to "land bank" the property at the proposed site in Waterloo, Ill., but not commit Federal funds for construction at this time.

AVIATION CONFERENCE TO BE CO-SPONSORED BY FAA . . . The energy crisis, short-haul air transportation, aircraft noise, airport capacity, terminal access and passenger capacity, and airport planning will be discussed in an International Air Transportation Conference to be co-sponsored by the agency in San Francisco March 24 through 26. The meeting will be the latest in a series of conferences that are held every two years on the problems facing air transportation planners and engineers and on technological advances in the field. FAAers participating in the program include David R. Israel, Deputy Associate Administrator for Engineering and Development; Charles R. Foster, Director of the Office of Environmental Quality; and Alexander B. Winick, recently retired Director of the Systems Research and Development Service. Prime sponsor of the conference is the American Society of Civil Engineers.

NAFEC GETS PIECE OF A PLANE . . . A 24-foot section of an L-1011 fuselage salvaged from a TWA aircraft which burned on the ground at Boston Logan Airport has been delivered to NAFEC. The section will be used for structural and explosion testing in the Safe Bomb Location Program which seeks to determine the best place to put a bomb discovered in an airborne aircraft in order to minimize damage and casualties. Testing is scheduled to begin next month.

YOUR FEBRUARY FAA WORLD mission is to read about accomplishing FAA's mission through its "Goals and Objectives"...We tell about youth still finding "Aviation a Career Magnet"...A novel approach to aircraft nostalgia can be found in "2-for-a-Nickel Memorabilia"..."Keep 'em Flying" tells about technicians' maintenance of a rare bird...As always, you'll find Faces and Places, Direct Line, Federal Notebook, Small World and Heads Up.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Cairo-2 years: PC-47/74 Language Officer, P-3, Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. Arabic should be mother tongue, or the language used for education. Oral and written command of English and ability to write translation from English into Arabic and vice versa are required. A working knowledge of French would be a valuable additional qualification. Montreal-2 years: PC-49/74 Project Implementation Officer, P-5, Gross: U.S. \$28,530 per annum, Net (free of tax): U.S. \$20,118 per annum. PC-48/74 Personnel Officer, P-3, Gross: U.S. \$18,410 per annum, Net (free of tax): U.S. \$13,766 per annum. Application for PC-47 and PC-49 due in AIA-29 by 3/12/75; for PC-48 by 2/13/75. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

INEGAR BACK TO UNION OIL . . . Former Transportation Secretary Claude Brinegar has returned to his old job with Union Oil Co. as a Senior Vice President and a member of the Executive Board. Brinegar's resignation as Transportation Secretary was effective February 1, and he resumed his duties at Union Oil two days later.

NEW DIVISION CHIEFS . . . Mr. Leslie E. Delahay has been designated as the new Chief of Plant Engineering Division. He is replacing Mr. Glen C. Brockman who retired December 31, 1974. Mr. W.E. Erwin, Acting Chief of Data Services Division, will become Chief of the Management Analysis Division. Replacing Mr. Erwin will be Mr. Edwin S. Harris, Chief, Program Management Staff, ATF, Washington, D.C.

ENGINEERS WEEK . . . The week of February 16 through 22 has been designated as National Engineers Week. The theme this year is EXPLORING NEW ENERGY FRONTIERS. A part of the week's activities will include the Aeronautical Center hosting of local students who are prospective engineers February 18. Climaxing the day's activities will be a joint engineers society banquet at Val Gene's Silver Palm room at 6:00 PM. The speaker will be Delbert Fowler of the Federal Energy Administration. Engineers and guests are cordially invited to attend on a firm reservation basis. Tickets are available at \$7.00 each from Ralph Rea AAC-445, Headquarters Building Room 314, telephone extension 2343, until close of business February 12.

FROM YOUR EMPLOYEES ASSOCIATION . . . Okla. City University basket-ball game tickets available in your EA - Hockey tickets available in your EA - Magic Kingdom Club cards for Disneyland/Disneyworld - Discount tickets to Lincoln Plaza Playhouse Dinner Theatre. Post your want ads on your EA bulletin board in the Book Store.

COMING EVENTS . . . February 5 - Supply Lecture, Room 206, ARB; February 6 - Transportation & Storage Engineering Branch Safety Meetings, Headquarters Auditorium; February 10-14 - Training by IBM Corporation, Room 129, ANF-1; February 10-14 - GAAP Program, Room 206, ARB; February 18-21 - Teleprocessing Systems Control, Room 129, ANF-1; February 19 - Supply Lecture, Room 206, ARB; February 24-28 - Two CSC Courses, Room 206, ARB; February 26 - Supply Lecture, Room 206, ARB.

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Thomas A. Holder	Warehouseman	AAC-430	74-317
Gloyd D. Yandell	"	"	"
Janice C. Dallman	Education Specialist	AAC-920	74-322
Frances E. Love	Secretary (Stenography)	AAC-933	74-327
Howard G. Clanahan	Engineering Draftsman	AAC-1000	74-328
Rita Frost	Secretary (Stenography)	AAC-800	74-333
Conrad E. Hanan	Quality Assurance Spec. (Aerospace)	AAC-820	74-334
James L. McLean	"	"	"
Jack Steinberg	"	"	"
Barbara Jeanguneat	Secretary (Stenography)	AAC-482	75-5
David G. Evers	Electronics Technician	LAX FIFO	FINFO-74-27

February 5, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: February 12, 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.

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>		
75-17	Supervisory Personnel Staffing Specialist, GS-212-14	AAC-14	212
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-40	General Communications Equipment Operation Supervisor, GS-392-6	AAC-44	392
	<u>PLANT ENGINEERING DIVISION</u>		
75-41	Air Conditioning and Heating Equipment Operator, WG-5401-7	AAC-55	JE-5401
75-42	Electrician, WG-2805-10	AAC-55	JE-2805
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-43	Statistical Assistant, GS-1531-6	AAC-130	1531
	<u>FAA DEPOT</u>		
75-35	CORRECTION/SUPPLY CATALOGER, GS-2050-5	AAC-492	2000
	This position has promotion potential to GS-7 without further competition.		
75-44	Supply Technician, GS-2005-7	AAC-490	2000
75-45	Inventory Management Specialist, GS-2010-7	AAC-480	2000
75-46	Freight Rate Specialist, GS-2131-7	AAC-430	2131
75-47	Machinist, WG-3414-11	AAC-440	JE-3414
	<u>AIRCRAFT SERVICES BASE</u>		
75-48	Supervisory Quality Assurance Training Specialist, GS-301-13	AAC-820	301

February 5, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY</u>		
74-337	*Supervisory Electrical Engineer (Instruction), GS-850-13 <u>or</u> Supervisory Electronics Engineer (Instruction), GS-855-13	AAC-941	800
75-16	*General Aviation Operations Specialist (Instruction), GS-1825-12/13	AAC-952	1825
Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.			
75-18	*Aviation Electronics Specialist (Instruction), GS-1825-13	AAC-955	1825
75-19	*Manufacturing Specialist (Instruction), GS-1825-13	AAC-955	1825

* Employees selected for these positions must sign an agreement to rotate out of the 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.

TRANSPORTATION SAFETY INSTITUTE

TSI-75-1	Transportation Safety Manager (Pipeline), GS-301-13/14	TES-15	301
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Applicant selected at the GS-13 level will be eligible for promotion to GS-14 without further competition.



AERO CENTER intercom

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

75-7 February 12, 1975

\$1.915 BILLION ASKED

1976 BUDGET GOES TO CONGRESS

FAA's request for a piece of the Federal pie in fiscal year 1976 totals \$1.915 billion. This is \$176 million more than the current budget. The \$1.915 billion total does not include \$350 million in new contract authority requested for airport grants-in-aid. The budget request provides for 57,555 full-time permanent positions, a net increase of 496 over 1975. The Facilities and Equipment appropriation request is \$250 million to continue programs to upgrade air traffic control automation, provide new and improved radar systems and instrument landing systems and improve towers and other facilities. The \$80.4 million request for Research, Engineering and Development includes work on key elements of the ground-based collision avoidance system and development of the microwave landing system. FAA proposes to continue its program of grants-in-aid for airports, but is asking for new legislation that will change the program to permit more local flexibility in the use of the funds and eliminate unnecessary Federal involvement. The proposed legislation would adjust user taxes to provide more equitable sharing of airport and airway costs between commercial and general aviation, while generating a small net increase in revenue. (See budget chart on page 3.)

AFRO-AMERICAN HISTORY WEEK

This week marks the 49th annual observance of Negro History Week, now officially known as Afro-American Week. National observances during this week will focus on the past and present achievements of Black Americans. The week embraces the birthdates of Abraham Lincoln (February 12) and Frederick Douglass (February 14) who are recognized as instrumental in the abolition of slavery.

AIRPORT MANAGER

Hugh Riddle Jr., who has been directing the operation of National Airport as assistant manager since January 1974, has been named Manager by Metropolitan Washington Airports Service Director James T. Murphy. He was previously an Airports Liaison Officer reporting to the Director of Airports Service at Washington Headquarters, and prior to that was a Special Assistant to the Director of the Bureau of National Capital Airports, the predecessor of MWAS. Riddle began his career with FAA as an air traffic controller at Chicago O'Hare in 1956.

TAX DISLODGED

FAA has been informed by Oklahoma City that the agency's "agents, representatives or employees are exempt" from the city's five percent lodging tax. This tax is charged on motel and hotel bills. Employees who will travel to Oke City for training or other purposes should first check with their supervisors on procedures for proving their status to motel/hotel operators.

KEEPING COOL WITH ICE . . . The pilot reported to Salt Lake City approach control that his plane was covered with ice and his airspeed was dropping dangerously. He also said the plane did not carry a transponder to facilitate radar identification. That's when controllers Bryan C. Johnson and Robert J. Bullock went to work. First, they asked the pilot to report his radial and distance from the Fairfield VORTAC. But before the answer came back, radio contact was lost due to icing on the plane's antenna. The controllers then set up a relay through another plane in the area, and the ice-covered plane was located on radar about the time the pilot reported his altimeter was not functioning. The controllers then vectored the plane to a less mountainous area but did not stop with that. They asked other planes in the area for cloud base and temperature readings. Using this information, they guided the pilot to a safe area and cleared him to descend to an altitude where the temperature was above the freezing level. Just nine minutes after his initial call the pilot reported he could see the ground through a small ice-free area in his windshield. The plane landed at Salt Lake City International Airport 11 minutes later. During the month of January, 274 flight assists were reported--117 by flight service stations, 106 by towers and 51 by centers. There were a total of 510 people reported on board the aircraft involved.

ACTUAL CONDITIONS AT NAFEC . . . A new Instrument Landing System (ILS) which among other things will permit flight experience in actual weather conditions for the Systems Research and Development Service's All Weather Landing Program, was commissioned on the main instrument runway (Runway 13) at NAFEC on January 16. The initial commissioning is at the Category I level, but it will be raised to Category II in March. The Category II permits landings with visibility (runway visual range) as low as 1,200 feet, and there is a decision height of only 100 feet.

FOUR DAYS SHALT THOU LABOR . . . The four-day work week is being considered by the Federal Government. It's still some time off and by no means definite, but the Civil Service Commission has been given approval by the White House's Office of Management and Budget to draft legislation proposing variations in the government work week, including a four-day week. Other changes that may be considered are: ● A six-day work week at some times and four day week at other times depending on work load. ● Flexible schedules which would allow some employees to start at 7 a.m. and leave at 3:30 p.m. or start as late as 10 a.m. and leave at 6:30 p.m. ● The four-day week would consist of four days of 10, 9 1/2 or 9 hours each.

FAA BUYS NEW PLANE . . . The agency has awarded a \$1.6 million contract to Beech Aircraft Corp. for a Beech Super King Air model 200. The price includes related services and spare parts. The turboprop aircraft will come equipped for flight inspection work, and is expected to be used in the Hawaiian Islands. The plane is scheduled to be delivered in about 14 months.

Here is requested FY 1976 budget compared to FY 1975 budget. All amounts are in thousands.

<u>Appropriation Title</u>	<u>FY 1975</u>	<u>FY 1976</u>	<u>Difference</u>
Operations	\$1,419,850	\$1,542,200	\$+122,350
Facilities, Engineering and Development	11,821	13,000	+ 1,179
Operation and Maintenance, National Capital Airports	16,310	17,700	+ 1,390
Construction, National Capital Airports	5,500	12,100	+ 6,600
Grants-in-aid for Airports: (Trust Fund)			
Program Level	(344,572)	(350,000)	(+ 5,428)
Contract Authority	(-)	(350,000)	(+350,000)
Approp. to liquidate obligations	(280,000)	(370,000)	(+ 90,000)
Facilities and Equipment (Trust Fund)	227,278	250,000	+ 22,722
Research, Engineering and Development (Trust Fund)	58,650	80,400	+ 21,750
TOTAL	\$1,739,409	\$1,915,400	\$+175,991

INSPECTION A MUST FOR HAZARDOUS MATERIALS . . . New inspection procedures for radioactive and other hazardous material shipments have been prescribed by the agency to guard against leakage or spilling of these materials in flight. Beginning March 7, 1975 airline personnel must check each package to make sure it has no dents, holes, leakage or other indications that the integrity of the packaging has been compromised, and, in the case of radioactive materials, no broken seal. Also, the packages must be scanned with monitoring instruments before being loaded on the aircraft and again when off-loaded. In a separate action, FAA issued a notice of proposed rule-making which would limit shipments of radioactive materials on passenger-carrying flights to those intended for research or medical use or meeting certain exemption requirements.

CRIME PREVENTION TIPS FOR WOMEN . . . Over 45,000 forcible rapes are committed in the U.S. every year. In the past five years, such rapes have increased over 60 percent. Each year, approximately 40 of every 100,000 women are reported rape victims, and the number may be twice that. Here are some ways to avoid becoming a statistic:

- Keep windows and doors locked.
- If you live alone or with other women, don't advertise the fact by putting your full name on mailboxes or in phone books.
- When answering a knock at your door, make sure the caller is legitimate before opening.
- Keep blinds drawn at night.
- Report suspicious persons or cars near your home.
- Always have your key ready before reaching the door to enter as quickly as possible.
- Avoid dark halls and stairwells.
- Do not enter your residence if the door is ajar or if you feel someone may be inside.
- If in an elevator with a stranger, stand near the control panel. If he makes a suspicious gesture, push the emergency button and as many floor buttons as possible.

1975 IS INTERNATIONAL WOMEN'S YEAR . . .As proclaimed by the United Nations General Assembly and the President of the United States, 1975 is International Women's Year (IWY). IWY goals for the year are threefold:

- * To promote equality between women and men throughout the world;
- * To ensure the full participation of women in economic, social, and cultural development at the national, regional, and international levels; and
- * To recognize the importance of women's ever-increasing contributions to the promotion of friendly relations and cooperation among nations and to world peace.

IWY offers an opportunity to advance the rights and responsibilities of women and to expand their freedom of choice in planning their lives. Let's all share in recognizing and working for these goals throughout the year.

FROM YOUR EMPLOYEES ASSOCIATION . . . Discount tickets to Lincoln Plaza Playhouse Dinner Theatre - Okla. City University basketball game tickets available in your EA - Discount Hockey tickets - Magic Kingdom Club cards for Disneyland/Disneyworld - Post your want ads at your EA - Use the EA bulletin board - Limited quantity of Russell Stover Valentine Candy at the Book Store.

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: February 19, 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.

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>		
75-52	Budget Analyst, GS-560-7	AAC-30	560
This position has promotion potential to GS-11 without further competition.			

February 12, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES
ONLY (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-53	Medical Records Technician (Typing), GS=675=4	AAG-130	675
75-54	Training Instructor (Aviation Physiology), GS=1712=11	AAG-140	1712
	Qualification standards require extensive knowledge and experience in all facets of civil aviation physiological training programs.		
	<u>FAA DEPOT</u>		
75-47	CANCELLED/MACHINIST, WG-3414-11 Advertised in error.	AAC-440	
75-55	Supervisory Inventory Management Specialist, GS=2010=11	AAC-480	2000
	<u>AIRCRAFT SERVICES BASE</u>		
75-56	Electronics Engineer, GS-855-13	AAC-840	800
	<u>FAA ACADEMY</u>		
75-57	Clerk-Typist, GS-322-4	AAC-933	300-2



SPECIAL

Intercom

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

Feb. 18, 1975

RETIREMENT ROLL

In the last three months of 1974, a lot of FAA employees retired—588 in fact. Another in the periodic series of cost-of-living annuity increases spurred the FAA veterans to call it a career and head for the sunshine—or forests or mountains or deserts or whatever. Good wishes and good luck to all of them.

AERONAUTICAL CENTER

William J. Albrecht
Melvin T. Allen
Margaret M. Bennett
Wm. A. Beeton
Glenn H. Browning
Robert T. Burke
Marcellous Capps
Max Cobb
Cecil J. Coles
Homer A. Cook
H. J. Day
Harry Donceel
Arthur R. Eno, Jr.
Minnie L. Grisham
Bentley Hedges
Loren Helm
Harold A. Henderson

Walter P. Herll
Francis T. Hill
John W. House
Fred G. Hutson
Keith M. Lanter
Alvin F. Leflare
Duard T. Leslie
Jean E. Malone
Darwin Maurer
Lillian T. McCarter
Elmo McInnes
Lillie McKinney
Calvin Moore
Polk W. Myers
Eugene P. Pitts
James L. Rea
Russell Robinson

James Ryan
Robert L. Sanders
Louis Sniveley
Donald J. Stoeger
Robert S. Sypherd
Ronald R. Templin
Robert Thomas
Ocial K. Van Hoose
Garland R. Wall
Edward Wetwiska
Evalyn E. Wetwiska
Ellison A. White
Earl V. Williams
Curtis F. Williamson
Oma Willis
John I. Willoughby
Donald S. Wolfe
General G. Young

ALASKAN

Richard Bedlington
Clarence Bradley
Keith Caldwell
Joseph Dale

Robert Deason
David Feber
George Heaton
Waldemar Johnson

Gerald Kempton
Virgil Lamb
Leroy Mc Donald
Eanner Smith
Richard Young

CENTRAL

Terry A. Beale
John W. Blizzard
Kenneth G. Boyce
Joe E. Brant
Robert A. Browne
Lowell L. Comer
Bayfield C. Cook
A. Leighton Coulter
(region director)
Delbert B. Courter
Roger J. Dessert
Almon L. Ellington
John J. Faltermeier

Joseph E. Fife
Thomas A. Graber
Loretta J. Harmon
Jack J. Havens
Glenn S. Herndon
Virgil N. Hudkins
Roy W. Johnson
William A. McMullen
Audrey L. Mooney
Edward W. Murphy, Jr.
Joseph L. Nambo
Robert E. Osborn
Max R. Otto
Justin P. Ring

Thomas L. Sawyer
Clyde M. Scott
Stanley M. Seaton
Guilford D. Smith
Warren D. Thurston
John C. Tighe, Jr.
Howard W. Tisdale
Bessie Mae Todd
Glenn R. Turner
Otto R. Unger
George W. Wells
Dorothy M. Whitney
Joseph F. Wilmering, Sr.
Gerald R. Wright

EASTERN

Cyril W. Acham
James H. Albright, Jr.
Doris N. Black
Richard D. Bratton
William L. Cantwell
Frank S. Capone
Mary J. Clarke
William S. Cole
Maynard D. Denué
Robert D. Deyell, Jr.
Harold J. Duffield
Ray R. Goodwin
Carl J. Haag
Frank K. Hirth

Hyman J. Kaplan
Mary S. Klesch
John Leck, Jr.
Edward Lerner
Milton M. Mard
William G. Mitchell
Charles H. Mumma
Barney Nash
Jerome F. Nibbe
Newton J. Nickerson
George E. Norris
William Papadeas
James C. Perry
Albert R. Puccerella

Laurie A. Rodriguez
Frank Schaefer
Henry C. Schmitt
Frances F. Semencic
Bessie Sheinkin
John F. Snyder
Sydney B. Sulzberger
William T. Tharpe, Jr.
Robert B. Thorp
Stanley M. Wojtowicz
Riley C. Woodford
Joseph Yourelonis
Leonard M. Zeitler

GREAT LAKES

Grant Angelus
Louis Arnett
Frank Barwise
William Bird
Harris Bouman
Clarence Burnett
Jose Carpio
Frank Cenknér
Dennis Cronin
Mary Curtain
Harry Daymond
Theodore Demko
Paul Gaydos
Alan Glass
Ken Hollinger

Edward Homel
Paul Kasten
Sylvester Kempf
Duane Kich
Arthur Kohn
Alice Kosobucki
John Kulberg
Catherine Losh
Russ Laubaugh
Richard Mallott
Earl Nelson
Margaret Nelson
Herman Nidetz
Edgar Preston
Frank Roman

Duane Rosendale
Henry Sarnwick
Orville Sauer
Edward Scott
Kenneth Shuff
Leno Sonna
Raymond Tarte
Robert Terrill
Charles Thomas
Marvin Thornton
James Timmons
George Tkach
Alva Viner
Cliff Waterman
Conrad Wilkins
Byron Williams

NAFEC

Jack Bennett
Dorothy Brensinger
Cecil A. Commander
(NAFEC Director)
William Hanley

Elizabeth Heckman
Norman Hughes
Irving Levin
Aubry MacFarland
Arlie Moore

Eleanore Raffo
John Shuman
Bernard Weinstein
George Zimmer

NEW ENGLAND

Carl Amelio
William H. Blacka
Walter A. Corsano

George A. Fisher
Ferris J. Howland
(regional director)
Richard M. McCarthy

Frank H. McCool, Jr.
John J. Prokop
Kenneth C. Walker
Robert A. Wilson

NORTHWEST

Charles Abshire
Frank Agnlin
Delphine J. Aldecoa
(first woman tower chief)
Bernard Basford
Melvin C. Couch
Robert S. Davis
James W. Evans
Robert W. Gordon

Robert W. Gorsuch
Raymond F. Hawk, Jr.
Wallace E. Kenney
Joseph L. Kinney
James Kolousek, Jr.
Kermit O. Kruse
Russell Larmay
Stanley J. LaRue
Leslie E. Layton

Frederick C. Moore
Earl D. Pearson
H. Allen Robbins
Virgil C. Spencer
Richard A. Stephens
John K. Todd
Donald L. Trackwell
Wallace Volz
William Weber
Bud H. White

PACIFIC-ASIA

Donald D. Cohen
Donald F. Epler
Norman Y. T. Lau

Helen N. Lum
Ernest W. Neddermeyer
Joseph E. Lohrey

ROCKY MOUNTAIN

Joseph L. Baker
Jack L. Butler
Wesley D. Butler
Wilbur Cameron
Edward Chlapowski
Harry C. Collier
Dean P. Cornish
Luke Dunkerly
Richard W. Eddy
Evelyn G. Ehlers

Kenneth J. Evans
Tony Goodman
Williard R. Hammond
Hugh Johnson
Russell W. Jordan
Homer W. Kurtz
Karl E. Meier
Charles Ray Moore
John E. Netzer
Elwin D. Newell

Fred A. Nicol
Charles Rea
Sylvester Reineke
Edward Rudolf
John E. Schaeffle
Mary Shearer
Francis Shepard
Donald S. Smith
Fred J. Weaver
Robert E. Williams

SOUTHERN

William H. Adams	Norman S. Felker	Edward W. Nelson
Frederick H. Aiken	Felton Ford	Robert W. Nicholas, Jr.
William H. Anderson	Roscoe D. Foster	M. Elizabeth Oakis
William P. Anderson	Johnson M. Frazier	Edgar W. Ockerman
Eric Arnholdt	Robert F. Gallagher	Donald L. Overstreet
Eugene Arcamonte	Frank M. Gilman	James W. Patton
Albert M. Austin	Herbert J. Goodman	George T. Pearson
Vernon E. Avant	Linda K. Goodwin	Eugene T. Pike
Rudolph Bailes	Raymond R. Greenwood	Walker B. Posey, Jr.
Albert S. Ballenger	James H. Hankins	Walter G. Roane
Robert W. Barrentine	Charles G. Harrill	Harold Roberts
Ralph J. Bean	Chester Harrington	Richard M. Schaughency
Ann L. Bell	Monroe N. Harrison	Raymond E. Sheaffer
Howell E. Bell	Harding C. Hayes	Jack L. Sledge
Alan L. Bessey	Harold H. Helm	Alan W. Smith
Arthur F. Bierzonski	Othis M. Hill	James L. Spann
William B. Bizzell, Jr.	James L. Hines	Claude L. Spencer
John W. Blakley, Jr.	Mayphine Hinesley	Raymond Srour
William G. Blythe	Betty M. Hoffman	Jerome G. Stacks
William H. Branum	Robert J. Huerbsch	Earl W. Taylor
Luther D. Breeden	William O. Hunter	Roger H. Taylor
Walter B. Buechler	Alvin L. Hurt, Jr.	Patrick J. Thayer
Raymond Burns	James L. Hutson, Jr.	Charles J. Todd
Eugene Byrd	Richard E. Jennings	Daniel A. Travis
Thomas J. Callihan	G. Earl Hones	Jimmy A. Ulrich
Alceste G. Carnaro	Matthew L. Keith, Jr.	Hurley C. Watson
John H. Coker, Jr.	John J. Kessel	Paul R. Weber
Rufus G. Cook	Frank J. Kurtz	Joseph H. Whitaker
Paul S. Corey	Miriam Lowry	Leon C. White
Carlos Cothran	Glenn Magner	Morris E. White
Josephine C. Davies	John W. Martinson	James L. Whitmore
Roy G. Davis	Columbus R. Massey	John E. Wiley
William E. Dee	Allan H. McGlaun	Metrah W. Williams
Grady F. Dowling	Percy A. Mero, Jr.	Robert C. Williams
Max W. Duncan	Rosetta D. Moore	Jesse L. Wixon
Allen A. Engleman	Julian M. Murdock	Addison C. Youngs
Walter J. Fekete	Charles W. Nelson	

SOUTHWEST

J. R. Apple
Henry Arledge
Jerry B. Bain
Leonard F. Bayless
James O. Bowen
Kenneth Bowman
Binnie M. Brown
Elias Chaparro
Charles R. Chapman
James E. Christopher
Ermis B. Cliburn
Sam C. Colley
Glenn C. Compton
John L. Connell
James W. Cooper
Harold R. Dobkins
Joe W. Faucher
Roland N. Flatt
Joe W. Forbes
Edwin W. French
Henry E. Gauch
Sam H. Hall

Theo A. Hoffman
J. D. Holland
Marvin E. Huneycutt
Hollis W. Isham
Emil D. Jacobson
Edwin L. Jones
Clifford E. Juncker
Oliver H. Kingston
Edwin B. Kirk
George B. Klopolsky
William Knott, Jr.
Roger B. Leveritt
Hollis H. Liles
Helen B. Linville
William D. Looper
O. D. Magness
Windel G. Maynard
Howard R. McCullough
Sherman L. Mc Kean
Mary Merritt
J. D. Miller
Loran J. Murdock

Donald R. Nunn
Elie C. Odle
Hazel O'Shields
Edward A. Perkins
Inez N. Reuter
Kenneth D. Rock
Robert Scanlan
Richard W. Schulz
Bette Scott
Lewis E. Sealander
Lawrence C. Sentker
Ernest W. W. Simms
Marvin A. Smith
Newell R. Smith
William S. Smith
Oliver J. Snider
Ralph D. Snowden
Clarence W. Talafuse
Bert B. Thompson
Donald Thompson
Charles B. Webb
J. E. Wright
Linwood Wyman

WESTERN

Bernard E. Arciero
Mickey D. Axelsen
Arvin O. Basnight
(regional director)
Robert O. Blanchard
Elaine W. Bridges
Eugene G. Brink
John W. Brown
Charles F. Burch
Fred V. Carpenter
Timothy M. Cunningham
Grace P. Davies
Francis C. Dean, Jr.
Edward H. Dismukes
Walter R. Elder
Ivan L. Ellis
John K. Fearn
Dick M. Fischer
George J. Fischer
Rudolph Fogelsanger
Charles L. Gernold
Walter T. Gilbert
Jack Gottschalk
Cleo L. Hamilton
Dennis M. Hamilton
Ivan D. Harrison

Van Winston Haynes
Denver Hentrup
Bennie E. Heath
Thomas K. Hendersholt
Clyde C. Hengle
Martin W. Henkel
Louise M. Herbison
Burdette O. Hesterworth
William C. Hightower
Victor N. Holloway
Charles W. Houston
Otis L. Huntsman
Glen H. Hursey
Raymond G. Johnson
George P. Kempton
Gene E. Knowles
Ralph S. Kriebel
Robert A. Kuehn
Joseph J. Lach
Vinson S. Lilly
Horace L. Locke
Raymond G. Lombard
Harry G. Maier
Joseph C. Marlovits
George H. Moorefield
Leo F. Morrow

John W. Munds
Helen McElwee
Aurelio V. Nofi
Arthur E. Owens
George E. Parker
Frederick O. Parsons
Richard W. Preston
Vernon L. Robinson, Jr.
Myles P. Ruggenberg
Lynn E. Scott
James F. Shimek
Philip O. Simonson
William C. Sipe
Richard S. Sliff
Edgar R. Sorenson
Jack O. Thomas
Paul C. Thornbury
Arthur Walker
Elmer Victor Walters
Richard E. West
Glover C. Whittington
Clark M. Williams
Stanley S. Williams
Albert A. Wilson
Johnston H. Wray, Jr.
Gladys F. Wright
Alfred Zubillaga

HEADQUARTERS

Robert Behal
Russell L. Biermann
Arnold E. Briddon
Glenn L. Brown
Edmund M. Burke
George D. Childress
John M. Chorozsy
Reuben H. Clinkscales
Peter J. Contos
Morrison C. Crouch
Maurice D. Davis
John B. Driscoll
Norman K. Edwards
William H. Faux, Jr.
Stephen S. Fishe
Brent A. Fulcher
Garnet M. Gravely

Lloyd D. Gray
Bernard Helene
Joseph E. Herrmann
Benjamin W. Hoxie
Frank S. Kadi
Elmer R. Kane
John R. Kennedy
Fritz A. Korzendorfer
Gerald F. Krassa
John T. J. Maceda
John W. Martin
Robert W. Martin
Thomas P. McCormack
Robert McGinn
William R. Miller
Robert S. Nickelsburg
Mariam E. Pulley
Dorothy V. Reamy

Leonard R. Rigsbee
James M. Ritchey
Thomas B. Roberts
Felix F. Sadowski
Carter L. Saunders
Carl M. Schanche
James W. Schuyler
Wolcott Smith
William V. Sitko
Marguerite C. Stephens
Hollis J. Stevens
Rex M. Stewart
Albert E. Tegeler
Dean O. Vanwey
Charles E. Wade
Robert J. Weigand
William J. Westerman
William W. Wildman
Alexander B. Winick

EUROPE, AFRICA, MIDDLE EAST

Howard J. Duffey II



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

75-8 February 19, 1975

THREE UNSUCCESSFUL ATTEMPTS

HIJACKING CURBED BY SCREENING

Passenger screening procedures paid big dividends in 1974. Although there is no way to determine how many potential hijackings were thwarted, it is a matter of record that there were only three attempts to commit air piracy of a scheduled airliner during the year and all of them were unsuccessful. One of these did not involve the passenger screening system as the would-be hijacker with two hostages boarded a parked, out-of-service aircraft. In another case, the potential air pirate shot his way on board the aircraft. The "weapons" used in the third failure were a razor blade and nail file. As a result of the passenger screening system, 2,663 passengers were denied boarding of aircraft for security reasons in 1974. In most instances, boarding was denied after a weapon was found on the passenger's person or in carry-on baggage, although there were a few instances where the passenger made some inappropriate remark, such as, "I wonder if this plane is going to Cuba." In all, passenger screening procedures detected and confiscated the following weapons and dangerous items: 2,450 guns; 14,928 explosives and ammunition rounds including fireworks; 21,468 knives; and 28,864 other dangerous articles.

GETTING THE INFO OUT

Amendments to the Freedom of Information Act, effective February 19, will have a significant impact on all Federal agencies. The revised law provides for disciplinary action against Federal officials who improperly withhold information requested by the public. (Continued on page 3).

THREE PROMOTED

The agency last week announced the appointment of three career civil servants to top field positions. Duane W. Freer, who has been Deputy Director of the Southern Region, has been appointed Director of the Eastern Region. He replaces Robert H. Stanton, who is now director of the Western Region. C.R. "Tex" Melugin leaves his position as Deputy Director of the Flight Standards Service to become Director of the Central Region. He replaces Al Coulter, who recently retired. Robert L. Faith, former Deputy Director, has been named Director of NAFEC succeeding Cecil "Buck" Commander who retired.

SENATE CONFIRMATION

Hearings on the nomination of William T. Coleman, Jr., as Secretary of Transportation are scheduled to begin February 20 before the Senate Commerce Committee. If all goes well, the new Secretary could be sworn in and on the job in early March.

CONTROL FROM A SKYSCRAPER . . . The world's tallest control tower went into operation at Boston's Logan Airport last Saturday night, February 15, when controllers moved from the old nine-story tower to the 11-sided cab on the 22nd floor of the new facility. The tower, owned by the Massachusetts Port Authority, is 285 feet high and is topped by a white-domed radar antenna and a lightning arrester rod which reaches up to 301 feet. During the change-over, controllers manned the cabs of both the old and new towers, assuring the orderly and safe flow of airplanes within a 30-mile radius of the airport.

LABOR-MANAGEMENT RELATIONS ORDER REVISED . . . On February 6, President Ford signed Executive Order 11838, to amend EO 11491, which governs the Federal labor-management relations program. The main changes:

- o enlarge the scope of bargaining so that unions can bargain about an increased number of personnel policies, practices and other matters affecting working conditions.
- o establish a machinery by which existing exclusively recognized bargaining units can be consolidated.
- o permit expansion of negotiated grievance procedures beyond that of just the interpretation and application of a labor agreement.

The order becomes effective 90 days from the date of issuance, May 7.

FSS BRANCH SAVES \$\$\$. . . The flight service station branch of the Air Traffic Service has saved over \$49,000 by using the Kansas City National Communications Center (the Kansas City switch) to disseminate international weather information (Service O products). Previously the National Weather Service National Meteorological Center was used to distribute this weather data. Savings have also been realized by dropping certain stations from the network, and tailoring the service more closely to the needs of users. This project is expected to yield a savings of \$60 to \$80 thousand annually by the first quarter of 1975.

SPECIAL ACHIEVEMENT . . . Administrator Butterfield presented the Award for Superior Achievement to five FAA officials during ceremonies last week at Headquarters. Receiving the awards were Frederick A. Meister, Associate Administrator for Policy Development and Review, for "exceptional achievement and outstanding service in directing FAA policy formulation and planning...and for improving the aviation environmental quality to the benefit of the public." Usto E. Schultz, Staff Assistant (Technical Projects) Flight Standards Service, Lawrence M. Bott, Chief, and Robert T. Snipes, both of the Special Projects Staff, Office of Personnel and Training, were all cited for significant contributions "in planning, organizing and providing staff leadership to the comprehensive review of the Flight Standards safety regulatory program." Also cited was Jack Ormsbee, Executive Officer of the New England Region, for "distinguished achievement," especially in establishing the New England Administrative Training Program.

INFO ACT (Continued from page 1) . . . The law permits the courts to review security classifications to determine if they are proper and to order release of information the courts decide should not be withheld. Agencies must respond within 10 days to each request for information and within 20 days to appeals of denials of information. In special cases a 10 day extension on a request or an appeal is permitted. No deadlines were previously set by law. Certain investigatory information used by agencies for law enforcement purposes remains exempt from release, but the revised law narrows the scope of this exemption. Agencies must submit annual reports to Congress related to the Freedom of Information Act, including, among other things, the names and titles of persons who denied information and number of times each person did so.

FAST TIME . . . Daylight Saving Time comes early this year at 2 a.m., February 23, and remains in effect until 2 a.m., October 26, 1975. So remember to set your clocks ahead one hour before turning in Saturday night. Employees on duty at the time of the changeover will be charged one hour leave, and when the nation returns to Standard Time in October, employees on duty will receive overtime pay for the extra hour they work. Paragraph 25 of Handbook PTP 3600.3, Workweek and Hours of Duty, gives complete information. Areas within the conterminous U.S. not observing Daylight Time include Arizona and that part of Indiana within the Eastern Time Zone. Also, the Eastern Time Zone portion of Michigan and the Mountain Time Zone portion of Idaho will not observe daylight time until April 27.

SAFETY SUGGESTION WINNERS . . . Winners have been named by the agency's aviation safety magazine, FAA AVIATION NEWS, in its annual contest for accident prevention suggestions. The ideas will be used in cartoons printed in the magazine and in posters. Each winner gets \$25 and a credit line.

Elizabeth Thrift
Combined Station/Tower
Farmington, N.M.
Lou Lombard
Rocky Mountain Regional Office
Denver, Colo.
Jerry Forsythe
General Aviation Dist. Office
Houston, Texas
Andrew Rupnick
Flight Service Station
Pittsburgh, Pa.
Bob Dawry
Air Traffic Control Tower
Fayetteville, N.C.
Jack Wright
Air Carrier District Office
Anchorage, Alaska

A.O. Ferguson
Air Traffic Control Tower
Lubbock, Texas
Clifford Cernick
Northwest Regional Office
Seattle, Wash.
Carol Clark
General Aviation Dist. Office
Fresno, Calif.
Norman R. Farnhill
Flight Service Station
Traverse City, Mich.
R. E. Bereman
Combined Station/Tower
Hilo, Hawaii
Deanna Barbarick
Flight Inspection Dist.
Office
Anchorage, Alaska

February 19, 1975

- 4 -

DISPLAY OF COPIERS BY A. B. DICK DUPLICATING PRODUCTS INC. . . .

A. B. Dick Duplicating Products Inc., of Oklahoma will have a continuous showing and demonstration of their Model 901 bond paper copier and Model 680C roll paper feed copier in Room 206A of the Aviation Records Building. For your convenience, the showing will be from 9 a.m. to 3 p.m. on February 20, 1975.

ETHICAL CONDUCT . . . The public has a right to expect that we, as a regulatory group, carry out our responsibilities in an effective and evenhanded manner for the benefit of the public. We, the people who constitute the FAA, must react strongly to any conduct which casts doubt on the fairness, impartiality, and efficiency of these administrative processes. Particular care should be taken by each individual to observe the necessity for fairness and to insure the avoidance of even the appearance of impropriety. Supervisors are expected to set a high moral tone and to make certain that the behavior of their people is in consonance with this tone. However, it is the responsibility of everyone in the FAA to conduct himself in a manner that is open, aboveboard, and beyond reproach if we are to have trust and confidence of those we serve. To maintain our existing good image with the flying public and to improve upon this image requires a diligent effort. One way this is done is to observe and to insure enforcement of the rules of conduct set out in the FAA's order on conduct and discipline.

So that everyone is knowledgeable about these regulations, copies of Orders 3750.3A and 3750.4 should be made available annually to each employee for review. Then each employee should certify to his review and understanding. Certification sheets should be retained in organizational files as a record that this function has been performed. Supervisors should insure that this important review is accomplished now unless it has been done in recent months.

FROM YOUR EMPLOYEES ASSOCIATION . . . Tickets available to Shrine Circus, March 20-21-23 - Oklahoma City University Basketball Game tickets available in your EA - Hockey, FAA night is February 22, tickets two for the price of one - Magic Kingdom Club cards for Disneyland/Disneyworld - Discount tickets to Lincoln Plaza Playhouse Dinner Theatre - Post your want ads on your EA bulletin board in the Book Store.

February 19, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: February 26, 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.

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>		
75-39	Supervisory Employee Development Specialist, GS-235-14	AAC-17	200
	<u>BUDGET DIVISION</u>		
75-33	Supervisory Budget Analyst, GS-560-14	AAC-30	560
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-59	Printing Specialist, GS-1654-7 Requires one year at the GS-6 level.	AAC-45	1654
	<u>PROCUREMENT DIVISION</u>		
75-60	Procurement Clerk (Typing), GS-1106-4	AAC-70	1106
	<u>FAA DEPOT</u>		
75-61	Clerk-Typist, GS-322-3	AAC-430	300-2
75-62	Clerk-Typist, GS-322-3	AAC-480	300-2
75-63	Machinist, WG-3414-10	AAC-440	JE-3414
	<u>AIRCRAFT SERVICES BASE</u>		
75-64	Painter Leader, WL-4102-9	AAC-830	JE-4102
75-65	Electronics Technician, GS-856-11	AAC-830	856
	Requires at least one year at the GS-9 level or above in avionics.		
75-66	Electronics Technician, GS-856-11	AAC-830	856
	Requires at least one year at the GS-9 level or above in SAFI.		
	<u>FAA ACADEMY</u>		
75-30	*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.

February 19, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>FAA ACADEMY</u>			
75-31	*Aviation Safety Inspector (Airworthiness -- 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.			
75-32	*Civil Engineer (Instruction), GS-810-13	AAC-960	800
75-38	*Electronics Technician (Instruction), GS-856-11/12 <u>or</u> Electronics Engineer (Instruction), GS-855-11/12	AAC-940	856 or 800
Applicants selected at the GS-11 level may be promoted to the GS-12 level without further competition.			

*Employees selected for these positions must sign an agreement to rotate out of the 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: March 5, 1975

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-75-3	Administrative Officer, GS-341-7/9	SEA FIFO	341
If position is filled at the GS-7 level the person selected will be eligible for promotion to the GS-9 level without further competition.			

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Harvey B. Gray	Electronics Technician (Inst.)	AAC-940	74-271
Glenn D. Morefield	Machinist Foreman	AAC-440	74-321
Betty J. Miller	Procurement Clerk (Stenography)	AAC-73	75-3
Robert Nusbaum	Illustrator	AAC-43	75-20



AERO CENTER intercom

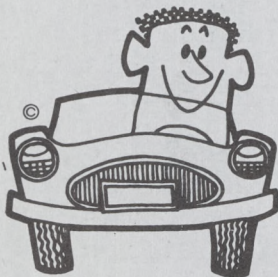
DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

75-9 February 26, 1975

MORE EMPLOYEE PARKING AVAILABLE AT AERO CENTER

In an effort to make more parking available to employees, a critical review was recently conducted. As a result of the review reserved parking has been reduced to a minimum and Government vehicles have been moved to the parking lot north of Hangar 8. As markings are changed in the parking spaces to eliminate the reserved status these will be available to any employee. An Aeronautical Center Order is being published outlining these actions. Also, in conjunction with these changes, traffic and parking regulations at the Center will be strictly enforced.



IDEA SAVED AGENCY \$78,000

SUGGESTION AWARD WINNER NAMED

For a suggestion which resulted in a \$78,000 saving to the agency, Harold G. Owens of the National Communications Center in Kansas City was named the Suggester of the Year Award winner last week. He is a supervisory electronics technician at the Airway Facilities Sector at the center. He suggested a productive way to salvage surplus FAA equipment by using it in his own digital logic circuitry design for all Service "B" data Interchange System (BDIS) facilities. This permitted the system to recognize and accept the International Civil Aviation Organization (ICAO) message format in addition to accepting the domestic message format. First runner-up for the award was Leon H. Turk, Deputy Chief, NATCOM, Air Traffic Division, Central Region, and the second runner-up was Troy L. Niles, electronics technician, FAA Depot, Aeronautical Center.

A HUG FOR LIFE

Pacific-Asia Region's Jan Carrere probably saved a life recently when she prevented a woman from choking to death on a piece of food in a Waikiki restaurant. Mrs. Carrere, wife of Honolulu tower controller John Carrere, grasped the victim around the waist from behind with both arms and pulled her fist in sharply just below the rib cage, giving several quick upward thrusts. This forced air in the lungs upward, dislodging the food. Known as the "Heimlich maneuver" after Dr. Henry J. Heimlich, this life-saving technique also was used by Honolulu tower controller Ed Groth on fellow controller (Continued on page 3.)

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C-7; AAC-5 (6)

CANCELLATION OF LOGISTICS SERVICE ORDERS . . . The Logistics Service announces the cancellation of the following agency orders: 4600.12, Administrative Space at Washington National and Dulles International Airport, dated 1/18/66; 4600.21A, Special Cables for the NASPO Facility Subsystem, dated 9/2/69; 4665.1, Reduction in Obtaining Conference and Meeting Facilities, dated 8/5/68; 4800.4, Utilization of Department of Defense Excess Personal Property, dated 6/29/70; and Internal Order IM 4400.4, Procurement Operations Division Procedures for FERS Procurement, dated 10/11/67. These cancellations will appear in the cancelled section of the next Directives Checklist.

RADAR BEACON ON THE MOVE . . . A mobile Air Traffic Control Radar Beacon System (ATCRBS), which will be used in the field to test various sites before establishing a new beacon ground station, is being run through its paces at NAFEC. By using the mobile unit, engineers can be sure a site is free of interference before a permanent antenna tower is constructed. The entire system can be transported on two vehicles. A 100-foot retractable tower, an antenna pedestal system and engine generator units are loaded on a flatbed truck while the beacon equipment, which was developed at NAFEC, is installed in a special trailer. Currently, video tapes are being made of the system—one for training purposes and one to help inform the general public.

REGULAR LIFE INSURANCE RATE INCREASE . . . An increase in withholding from pay for regular life insurance will be effective March 2, 1975. The Federal Employees' Group Life Insurance law obligates the Civil Service Commission to collect 2/3 of the premium cost of regular insurance through withholding from employee pay and to collect 1/3 of the cost through agency contributions. A recent CSC actuarial valuation of the regular life insurance program found the cost of regular coverage has increased by 12¢ biweekly per \$1,000 of insurance since the last study in 1968. Therefore, to maintain the 2/3-1/3 cost sharing ratio, the employee withholding rate must be increased from 27.5¢ to 35.5¢ biweekly per \$1,000 of regular insurance. For example, if you are earning more than \$10,000 but less than \$11,000 annually, your regular insurance will be \$13,000 and your premium will go up from \$3.58 to \$4.62 per pay period; or if you are earning more than \$24,000 but less than \$25,000, you are insured for \$27,000 and your premium will jump from \$7.43 to \$9.59. Note: no change in optional life insurance withholdings is contemplated at this time. For more information, contact your local manpower office.

FARs IN PARTS . . . The Federal Aviation Regulations are again being sold in individual Parts rather than volumes. At least the conversion from volumes to Parts is virtually finished. The last of the Parts was sent to the Government Printing Office last month, which means the regulations will be available to users in March. FAA work on the conversion was completed six months ahead of the June deadline.

A HUG FOR LIFE (Continued from page 1) . . . Fred Arthur at dinner on the very evening when, by a bizarre coincidence, a newspaper story about Jan's "save" appeared. The technique can be similarly applied to a person lying face down, and, if lying face up, by pushing down with the heel of the hand just below the rib cage. Mouth-to-mouth resuscitation is not to be done; it forces the object deeper into the windpipe. If alone, a person can push himself against a table edge (or the like) to force air upward. Take heed--and chew food carefully.

WASHINGTON NATIONAL IN MOVIE . . . If you saw "Airport 1975," you know that Dulles International Airport had a feature role. Now Washington National Airport is getting equal treatment. Segments of a movie, starring Robert Redford and Faye Dunaway, entitled "Three Days of the Condor" were recently filmed at National. Scenes include a landing sequence of an Eastern DC-9 and shots of actor Max Van Sydow, the movie's villain, leaving the main terminal and hailing a taxi.

LISTEN CLOSELY . . . Tape recordings of voice communications between enroute controllers and pilots will be made on new machines FAA is buying to replace older ones under a \$2.08 million contract. The money goes to the MINCOM Division of 3M Company, which will build 18 high capacity voice recorders and deliver them to seven ARTCCs by July 1976. FAA already has bought and received 15 such recorders from 3M for seven centers and the FAA Academy in Oklahoma City. The machine simultaneously records up to 152 channels of voice communication, primarily for investigative use after a crash or incident. The recorders will replace 180 older devices, having fewer channels, in the enroute centers. The 3M contract includes ancillary equipment, technical services and an option to buy three more recorders and playback equipment to cover the remaining six NAS centers.

UPWARD MOBILITY PROGRAM . . . The Upward Mobility Program as described by the Civil Service Commission is intended to enhance employees' opportunities for further advancement whether through personal development or through job opportunity. However, this program must be accomplished within the guidelines of the merit system. Program emphasis is in the lower grades such as GS-1 through GS-7 and WG-1 through WG-8. Supervisors have responsibility to implement upward mobility when feasible through identification of positions that can be restructured to provide entry-level opportunities for employees with potential and interest. Progress may also be made through training. The Aeronautical Center EEO Affirmative Action Plan, Order AC 3300.5C, gives guidance in this area. Supervisors seeking further information may contact Clarence Harkins, Upward Mobility Coordinator, AAC-17, ext. 4156.

February 26, 1975

- 4 -

FROM YOUR EMPLOYEES ASSOCIATION . . . Discount tickets to Lincoln Plaza Playhouse Dinner Theatre - Hockey tickets; Tuesday, March 4 is Merchants and Professional night; \$1.00 off regular price tickets - Okla. City University Basketball game tickets available in your EA - Post your want ads on the Bulletin Board in the Book Store.

CARIBBEAN CRUISE . . . Your Employees Association is sponsoring a Caribbean Cruise April 14-21 in lieu of the previous March dates. This is a guaranteed departure trip identical to the one previously offered. However, rates starting at \$499.00 (inside cabins) through \$709.00 (suites) are being offered. Includes air fare OKC - San Juan and all meals aboard ship. Contact Association Office or 631-7401 for reservations or information.

INJURY COMPENSATION . . . A new video tape presentation on the injury compensation program will be shown in the Headquarters Building auditorium on February 27, 1975. The program will run approximately 20 minutes and be shown at : 10 and 11 A.M.; 1, 3:15 and 4 P.M. Supervisors should schedule their employees to attend one of these showings.

RIDING THE BUS . . . A number of inquiries have been received recently regarding permission for Aeronautical Center employees to ride the buses used for daily transportation of students and visitors. For the benefit of all employees who may not be familiar with the regulation, Order 4670.3A, Aeronautical Center Bus Transportation Service, specifies in part - "Aeronautical Center employees are not authorized to use scheduled bus service as a regular means of travel to and from work." The scheduled bus service is limited to students and visitors who are in official travel status while located in Oklahoma City.

FEEL LIKE FLYING? . . . A medical handbook to help pilots evaluate their fitness to fly as they prepare for individual flights has been issued by the agency. FAA cautions, however, that the handbook is a general guide and not a substitute for consulting an Aviation Medical Examiner or a company's flight physician. The 74-page guide covers such areas as fatigue, medication, alcohol, age and anger, fear, frustration and depression. "Medical Handbook for Pilots" is available in limited numbers from AAM-1; or for \$1.45 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

DISPLAY BY DICTAPHONE CORPORATION . . . Dictaphone Corporation sales representative will have a continuous showing and demonstration of their latest communication product, the Thought Tank, in Room 206D of the Aviation Records Building. For your convenience, the showing will be from 9 A.M. to 3 P.M. on Feb. 27.

February 26, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 5, 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.

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>PUBLIC AFFAIRS OFFICE</u>			
75-68	Editorial Assistant (Typing), GS-1087-5	AAC-5	1087
This position has promotion potential to GS-6 without further competition.			
<u>OPERATIONS STAFF</u>			
75-69	Clerk-Typist, GS-322-3	AAC-8	300-2
This position has promotion potential to GS-4 without further competition.			
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
75-70	Illustrator, GS-1020-7	AAC-43	1020
<u>PLANT ENGINEERING DIVISION</u>			
75-71	Clerk-Typist, GS-322-4	AAC-53	300-2
<u>PROCUREMENT DIVISION</u>			
75-72	Purchasing Agent, GS-1105-5	AAC-70	1105
<u>FAA DEPOT</u>			
75-73	Clerk-Stenographer, GS-312-4	AAC-430	300-2
75-74	Identification & Condition Verifier, WG-6966-7	AAC-430	JE-6966

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
James R. Pickett	Electrical Equipment Repairer	AAC-440	74-298
Cassandra Roberts	Computer Operator	AAC-340	74-314
Wanda Lewis	Peripheral Equipment Operator	AAC-340	74-316
Wyona Bowie	"	"	"
Donald K. Harris	Air Cond. & Htg. Equip. Mech.	AAC-55	74-330
J. O. Middlebrooks	Equipment Specialist (Aircraft)	AAC-800	74-335



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

75-10 March 5, 1975

TOP MEDICINE MAN

Dr. Homer L. Reighard, who has been Deputy Federal Air Surgeon since 1964, has been appointed Federal Air Surgeon. He replaces Dr. Peter V. Siegel, who recently left FAA for another government position. As Federal Air Surgeon, Reighard is responsible for developing medical standards for airmen, investigating the medical aspects of aircraft accidents and conducting medical research and aeromedical education programs. His office is also responsible for some 7,000 Aviation Medical Examiners--private physicians appointed by the agency to handle medical certification of pilots and other airmen.



SCANNING BEAM UPHELD

U.S. SELECTS MLS CANDIDATE

Selection of the time reference scanning beam technique over the Doppler technique as the U.S. candidate for the international standard Microwave Landing System (MLS) was announced last week by Deputy Associate Administrator for Engineering and Development David Israel. Final selection was made by the MLS Executive Committee, which was chaired by Israel and included representatives from the Departments of Transportation and Defense and the National Aeronautics and Space Administration. The action by the committee ratified a recommendation made in December by the Steering Committee of MLS Central Assessment Group, which conducted an in-depth evaluation of the two techniques. The choice of time reference scanning beam culminated three years of intense development effort by FAA contractors who have been working on the competing techniques. Six contractors were involved in the initial design phase. This was pared to four in the second, or feasibility demonstration, phase--Bendix and Texas Instruments on scanning beam and Hazeltine and ITT Gilfillan on Doppler. Two contractors--Bendix and Texas Instruments, both associated with scanning beam in Phases I and II--will be awarded contracts for Phase III, which involves development of pre-production prototypes with an option for a limited number of production units. The contracts are expected to be awarded in June with the first pre-production system delivered nine months later. Israel said the agency's goal is to have this unit in operation in early 1976 before the International Civil Aviation Organization (ICAO) makes its decision on what system it should adopt as the world's standard MLS system.

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Office, AAC-5; Distribution
C-7; AAC-5 (6)

TOWER ACTIVITY UP . . . Aircraft operations at airport towers were up five percent in fiscal year 1974 as compared to FY 1973, 56.8 million to 53.9 million, and flight services at FSSs, IFSSs and combined station/towers were up one percent over the same period, from 55.8 million in 1973 to 58.0 million, while numbers of aircraft handled at enroute centers were virtually the same for both years, 22.8 million. Also, according to the recently published 1974 edition of the FAA Air Traffic Activity report, the five busiest enroute centers were: Chicago with 1,659,629 aircraft handled; Cleveland, 1,645,299; New York, 1,529,768; Atlanta, 1,409,660; and Washington, 1,337,928. The five busiest airport towers were: Chicago O'Hare, 680,763 aircraft operations; Santa Ana, Calif., 615,446; Van Nuys, Calif., 582,853; Long Beach, Calif., 546,762 and Atlanta International with 502,264. The Los Angeles FSS was the busiest in this category with 950,192 flight services, followed by Chicago with 911,729; Miami, 858,217; Washington National, 706,333 and Detroit City, 698,423. The report is available for \$4.40 through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

BRIEFERS SHOWN TO CONGRESSMEN . . . FAA's pilot self-briefing equipment made its second appearance in Headquarters last week for demonstrations to Representatives and Senators. Viewing the equipment were staff workers and several members of Senate and House committees and subcommittees on aviation, public works and transportation, appropriations and science and technology. The self-briefing machines, which include devices for computer-generated voice information, provide simulated weather briefings such as a pilot would request for a planned route of flight. Preliminary plans have been made to take the equipment to several more locations in the nation for tests by pilots. Last year, some 1,300 pilots tried out the equipment at various sites.

MARCH WINDS BLOW GOOD FAA WORLD STORIES YOUR WAY . . . A couple living next door to Dulles enjoy it: "Good Neighbors Adopt an Airport" . . . With spring on its way and food prices still high, "Harvesting the Airport" has some good ideas . . . Here's a look at "How We Read Noise" at NAFEC . . . An ET has a novel way of documenting his career in "Signs of His Times" . . . You can go much "Higher Than a Kite" in tow-kiting, but that does create some problems . . . Three AF families are "Working in an Icebox and Loving It" at the coldest facility in the Lower 48 . . . "3-D Radar Spreads Through System" gives a photographic view of the Phase II automation that will be completed at all centers this year . . . The regular features are here, too: Federal Notebook, Direct Line, Faces and Places, Small World and Heads Up.

OUTSTANDING HANDICAPPED . . . Named last week as FAA's Outstanding Handicapped Employee of the Year for 1974 was Sterling Foxworth, a computer operator in the Simulation and Analysis Division at NAFEC. He was chosen from a group of seven nominees. In addition, he has been selected as the Department of Transportation nominee for the Civil Service Commission's Outstanding Handicapped Federal Employee of the Year. James T. Dwyer, an air traffic control specialist at Cleveland ARTCC, was named as runner-up for the award.

SAVINGS BOND CAMPAIGN TO BEGIN MARCH 10 . . . Mr. Creswell, Area Campaign Chairman for the annual U. S. Savings Bond Drive, announced that this year's campaign will be conducted March 10 through April 4, 1975. He will be assisted by John Hall, AAC-3, Vice Chairman, and Bill Shelton, AAC-16, Campaign Coordinator. The kickoff meeting was held today in the Director's briefing room. Organizational coordinators for this year's campaign and the organizations they represent are: Ed Green (AAC-1-7, 90, 80); Bob Clark (AAC-8); Charles Head (AAC-10); Marada Decker (AAC-20); Vonnie Duncan (AAC-30); Earl Winford (AAC-40); Bob Railey (AAC-50); Walter Hurst (AAC-60); Don Brown (AAC-70); Harold Levescy (AAC-90); Larry Lyon (AAC-100); Wes Starr (AAC-200); Jo Towner (AAC-300); Bill Hoppes (AAC-400); Diana Petty (AAC-500); Virgil Watkins (AAC-800); Richard Boylan (AAC-900); James Mitchell (AAC-1000); James Davis (AFS-500); and Donald Largess (TES-15). Mr. Creswell expressed confidence that Center employees again this year will give their usual fine support to this program.

MANAGEMENT TRAINING SCHOOL COURSES . . . Effective with the classes beginning March 18, the Initial Supervisory and the Initial Managerial Courses will be extended by seven hours. Classes will begin on Tuesday at 8:00 a.m. and will end on Friday of the third week at 11:00 a.m. This change has been made as a result of rearranging and adding course materials. In order to accommodate current airline schedules out of Lawton, all recurrent courses beginning on or after March 17 will also end at 11:00 a.m. on Friday rather than the previous ending time of 12 noon.

COMING EVENTS . . . March 5 - Supply Lecture, Room 206, ARB; Savings Bond Kickoff Meeting, Headquarters Room 337; March 7 - AAC-14 to brief students from Grant HS Cooperative Education Class, Room 206, ARB; March 8 - Briefing for 8 Congressmen (Aviation Subcommittee of the House Public Works and Transportation Committee) and Deputy Administrator Dow, Headquarters Room 337 at 2:00 p.m.; March 12 - Supply Lecture, Room 206, ARB; March 19 - Employees Association Board of Directors Meeting, Headquarters Room 337.

FROM YOUR EMPLOYEES ASSOCIATION . . . Cruise of the lower Caribbean = April 14, 1975. Trip to Hawaii - June 3, 1975. Get your information in your EA Office. Put your want ads on the EA bulletin board. Use the EA duplicating machine: 10 cents per copy. Gaslight Dinner Theatre = Thursday, March 13, 1975 - "Three Goats In The Blanket" = make reservations in your EA Office by noon Thursday, March 13. Lincoln Plaza Playhouse Dinner Theatre - "Plaza Suite" with Forrest Tucker. Oklahoma Theatre Center = "The Miracle Worker" - March 5-16, 1975 - tickets \$3.75. Disneyland = Disneyworld Magic Kingdom Club cards available at your EA Office. Don't forget your Movie I.D. card available at your EA Office - bring your membership card with you and we will issue you an I.D. card.

March 5, 1975

- 4 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: March 12, 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.

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>PLANT ENGINEERING DIVISION</u>		
75-75	Air Conditioning & Heating Equipment Operator Foreman, WS-5401-10	AAC-55	JE-0002
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-76	Physical Science Technician, GS-1311-9	AAC-100	1311
	<u>FAA DEPOT</u>		
75-77	Materials Expediter, WG-6705-7	AAC-430	JE-6705
75-78	Electronics Mechanic, WG-2614-11	AAC-440	JE-2614
75-79	Teletypewriter Repairer, WG-2509-10	AAC-440	JE-2509
	<u>FAA ACADEMY</u>		
75-80	Education Specialist, GS-1710-7	AAC-933	1710
	This position has promotion potential to GS-11 without further competition.		
75-81	Student Services Specialist, GS-301-12	AAC-904	301-7
75-82	Evaluation & Procedures Specialist, GS-301-12	AAC-911	301-7
75-49	*General Aviation Maintenance Specialist (Instruction), GS-1825-12/13	AAC-955	1825
	Employees selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.		
75-50	*Air Traffic Control Specialist (Station - Instruction), GS-2152-11	AAC-931	2152
75-51	*Air Traffic Control Specialist (Terminal - Instruction), GS-2152-13	AAC-931	2152
75-58	*Electronics Technician (Instruction), GS-856-9/11	AAC-943	856
	Employees selected at the GS-9 level will be eligible for promotion to GS-11 without further competition.		

March 5, 1975

= 5 =

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY (continued)

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

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Rupert B. Maxwell	ATC Specialist (Station - Inst.)	AAC-930	74-234
David A. Moll	Electronics Technician (Inst.)	AAC-940	74-271
Brenda J. Cook	Clerk-Stenographer	AAC-7	74-294
Craig N. Burson	Education Specialist	AAC-920	74-322
Charles Davis	Air Cond. & Htg. Equip. Operator	AAC-55	75-1
Shirley J. Dark	Statistician	AAC-130	75-4
Calvin Carter	Packer	AAC-430	75-7
Glen B. Fisher	"	"	"
Hugh E. Norris	"	"	"
Charles J. Self	Production Controller	AAC-440	75-8
Bill R. McGowen	Production Controller	AAC-440	75-9
Charles D. Valdez	Training Specialist (Aviation Physiology)	AAC-100	75-13
Maxine Morris	Supply Clerk	AAC-480	75-14
Leonard Roberts	Freight Classification Specialist	AAC-430	75-15
Virginia Hughes	Librarian	AAC-44	75-21
Donna M. Haley	Supply Clerk	AAC-480	75-22
Mona Felton	Supply Clerk	AAC-940	75-23
Carrene Wallace	Training Technician	AAC-940	75-29
David L. Yount	Air Cond. & Htg. Equip. Operator	AAC-55	75-41
Jewel Toberman	Statistical Assistant	AAC-130	75-43
Beverly Norman	Medical Records Technician (Typing)	AAC-130	75-53
Earl Barrington, Jr.	Training Instructor (Aviation Physiology)	AAC-140	75-54
Betty J. Wilborn	Secretary (Stenography)	AFS-560	FINFO-74-35
William E. Thach	Supv. Navigation Systems Spec. (Temporary promotion nte 1 year)	AFS-550	FINFO-75-1
William E. Ewers	Data Processing Officer (Temporary promotion nte 1 year)	AFS-550	FINFO-75-2
R. W. Sargent	Mechanical Engineer	AAC-1000	74-303
Thomas G. Ballas	"	"	"

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

75-11 March 12, 1975

OPERATIONS TO U.S. WOULD BE LIMITED

CONCORDE FLIGHTS CONSIDERED

FAA has issued a draft Environmental Impact Statement (EIS) on the application of Air France and British Airways to conduct limited operations with the supersonic Concorde into two U.S. airports. The two carriers want to conduct a total of four flights a day into New York's Kennedy Airport and two a day into Dulles Airport outside Washington, D.C. In preparing the draft EIS, FAA considered a range of options but said that granting the application was the "preferred alternative." It noted that the "volume of Concorde operations will be limited and consequently the environmental impact will be limited." Moreover, it continued, "the levels of flight operations requested are so low they will not prejudice any subsequent rulemaking proceeding in which general operating restrictions on SST's are proposed." The draft statement stresses that FAA regulations prohibit supersonic flight over the U.S. or its territorial waters. Therefore, the Concorde would have to slow to subsonic speeds before reaching the U.S. and there would be no sonic boom impact. Public hearings on the proposal are scheduled for next month in New York and Washington and written comments will be accepted until May 6. The comments will be considered in preparing a final EIS.

A BUNCH OF PROS

Handling an emergency with professional ease, Salt Lake City Approach Control first vectored the lost pilot to the airport and then handed him off to the tower controllers who guided him to a safe landing. It all started when a non-instrument rated pilot radioed to say that he was lost and under instrument conditions. (Continued on page 2)

COLEMAN SWORN IN

William T. Coleman, Jr., 54, was sworn in as Secretary of Transportation in ceremonies at the White House last Friday. He succeeds Claude S. Brinegar, who resigned February 1. Before heading the Department, Coleman earned a distinguished record as a partner in a Philadelphia law firm and in many public service activities. He received his law degree from Harvard Law School, and his later legal work put him in the forefront of the civil rights movement.

WE DEPUTY DIRECTOR

Lynn L. Hink, a 28-year agency veteran, was named Western Region Deputy Director last week. He had been WE Region Air Traffic Division chief since 1967. He began his career as an "airways operations specialist" at the Denver enroute center, and moved up over the years to hold facility chief and various air traffic staff positions in the Western Region and Washington.

LOST PILOT (Continued from page 1) . . . Controllers realized the aircraft was headed for high terrain, so they gave the pilot vectors away from the dangerous area and toward Salt Lake City International Airport. When the pilot reported seeing the airport, tower controllers took over. Other traffic coming in to land already had been instructed to hold their positions. Departing traffic was held on the ground, and the appropriate runway lights were turned up to full intensity. On the first pass, the pilot radioed that he was too high and would go around. On the second pass, his landing gear was not down and he was instructed to go around. Tower controllers then gave the pilot precise instructions and carefully guided him to a safe landing. During the month of February 1975, 200 flight assists were reported—90 by flight service stations, 83 by towers and 27 by centers. There were a total of 329 people reported on board the aircraft involved.

HARZADOUS MATERIALS ENFORCEMENT TIGHTENS . . . Civil penalties assessed against air carriers and shippers found in violation of hazardous materials regulations tripled in the past year, according to FAA. Intensified enforcement action by the agency resulted in the collection of nearly \$85,000 in civil penalties in 291 cases last year as compared with \$24,000 collected in 222 cases in 1973. Under the Hazardous Materials Transportation Act, shippers and air carriers must comply with strict FAA regulations, which cover packaging and labeling, quantity limitations, cargo location, special requirements for poisons, radioactive materials and fuels, reporting of incidents and reports to the pilot-in-command.

MEETING OF THE MINDS ON MANAGEMENT . . . A meeting of Management Systems Division chiefs is being held in Denver from March 10 to March 13. Region, NAFEC and Aero Center division chiefs will attend as well as representatives from the Washington Office of Management Systems. Emphasis will be on solution of problems, future plans and ways for regional, center and Washington MS people to work more effectively together.

AIRPORT X-RAY UNITS TO BE CHECKED . . . A new regulation governing the installation and the safe, efficient operation of X-ray machines used by airlines to screen the carry-on luggage of air passengers has been issued by the agency. The regulation, effective April 4, 1975, provides that all such machines must comply with radiation level standards set by the Food and Drug Administration (FDA) of the Department of Health, Education and Welfare. This compliance must be verified by a radiation check when the equipment is installed and every six months thereafter, as well as each time it is moved unless the airline operating the equipment can show it can be moved without altering its radiation level.

SAVINGS BOND CAMPAIGN BEGINS . . . Give U.S. Savings Bonds an inch-- they'll take you a mile. With this thought in mind, DOT has launched its 1975 U.S. Savings Bond campaign, to run from March 10 to April 4. Remember, Bonds are probably the best way to save money, because they are safe, easy to buy and earn 6 percent interest. For as little as \$3.75 each pay period, you can buy Bonds through payroll deduction, and the small amounts of money you don't see now will add up later to a handsome sum that can help pay for retirement, children's education, vacations or any other purpose. Bonds are also as good for America as they are for Americans, since they give the government a solid financial base. Not a penny has ever been lost by an investor in U.S. Bonds; the government guarantees their value and replaces them if lost, stolen or destroyed. Consider the future for yourself and your family when a canvasser stops by to offer the chance to sign up or increase a current allotment.

GARNISHMENT LEGISLATION . . . Wages and salaries of all Federal employees are subject for the first time to garnishment and or attachment by court order, effective Jan. 1, 1975. Federal employees' wages, however, may be garnisheed or attached only for the purpose of satisfying the legal obligation of the employee to provide child support or make alimony payments.

SMOKE EMISSION STANDARDS . . . The agency has proposed new smoke emission standards for transport airplane cabin materials in a move to enhance passenger safety in survivable accidents. The agency has conducted a survey of the smoke emission characteristics of numerous cabin materials and determined there are now materials available that emit appreciably less smoke than those currently in use. Moreover, it appears these materials will be available in sufficient quantity and variety to meet reasonable design goals. The proposed rule is part of a two-pronged effort to reduce passenger fatalities from smoke inhalation and toxic gas poisoning. The agency also issued an advance proposal on toxicity standards in December.

ACCIDENT INVESTIGATION EQUIPMENT A MUST . . . By FAA action, air taxi operators using business-type jets will be required to equip these aircraft by May 15, 1975 with two devices that are vital to accident investigations: cockpit voice recorders and flight data recorders. The flight data recorder documents information about the performance of an aircraft in flight from takeoff to landing. Similarly, the cockpit voice recorder documents flight crew conversation. Involved are turbojet airplanes between 12,500 and 27,000 pounds which carry no more than 12 passengers. Included in this category are the Learjet, Sabreliner and DH-125.

March 12, 1975

- 4 -

INSTRUMENT PILOT GROUND SCHOOL ANNOUNCED . . . An instrument ground school for pilots sponsored by the FAA Flying Club is scheduled to start on April 1. The course will be conducted on Tuesday and Thursday beginning at 5 PM, at the Aeronautical Center. The fee is \$25.00 and enrollment is limited to 30 on a first come, first served basis. If interested, contact Jim Mutrux AT AAC-943B, ext. 4551.

CONGRESSMEN VISIT CENTER . . . The chairman and five other members of the House Public Works Subcommittee on Aviation visited the Aeronautical Center Saturday, March 8th. Deputy Administrator James Dow accompanied them. Chairman Glenn Anderson of California, Norman Mineta and Don Clausen, both from California, Teno Roncalio of Wyoming, and Dale Milford of Texas were the committee members who had a brief look at the Aeronautical Center activities. The group had previously visited the Dallas/Fort Worth Airport, the Fort Worth Center, and American Airlines Academy at Fort Worth. They visited general aviation plants in Wichita on Sunday, and Monday received a tour of the O'Hare Tower in Chicago.

CARIBBEAN CRUISE . . . Your Employees Association is sponsoring a Caribbean Cruise April 14-21 in lieu of the previous March dates. This is a guaranteed departure trip identical to the one previously offered. However, rates starting at \$499.00 (inside cabins) through \$709.00 (suites) are being offered. Includes air fare OKC - San Juan and all meals aboard ship. Contact Association Office or 631-7401 for reservations or information.

FROM YOUR EMPLOYEES ASSOCIATION . . . Cruise of the lower Caribbean - April 14, 1975. Trip to Hawaii - June 3, 1975. Get your information in your EA Office. Put your want ads on the EA bulletin board. Use the EA duplicating machine: 10 cents per copy. Gaslight Dinner Theatre - Thursday, March 13, 1975 - "Three Goats in the Blanket" - make reservations in your EA Office by noon Thursday, March 13. Lincoln Plaza Playhouse Dinner Theatre - "Plaza Suite" with Forrest Tucker. Oklahoma Theatre Center - "The Miracle Worker" - March 5-16, 1975 - tickets \$3.75. Disneyland/Disneyworld Magic Kingdom Club cards available at your EA Office. Six Flags Over Texas tickets - \$5.75 adults - \$4.75 child. Don't forget your Movie I.D. card available at your EA Office - bring your membership card with you.

"Guarantee your children's future with Savings Bonds"

March 12, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 19, 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.

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>PLANT ENGINEERING DIVISION</u>		
75-83	Production Controller, GS-1152-7	AAC-53	1152
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-84	Clerk-Typist, GS-322-4	AAC-130	300-2
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-85	Correspondence Clerk (Typing), GS-309-4	AAC-260	300-B
	<u>DATA SERVICES DIVISION</u>		
75-86	Computer Aid, GS-335-5	AAC-340	335
	<u>FAA DEPOT</u>		
75-87	Secretary (Stenography), GS-318-4	AAC-486	318
75-88	Warehouseman, WG-6907-4	AAC-430	6907
	This position has promotion potential to WG-6 without further competition.		
75-89	Electronics Technician, GS-856-7	AAC-440	856
75-90	Electronics Technician, GS-856-9	AAC-440	856
	Qualification standards require one year of radar experience.		

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: March 26, 1975

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-75-4	Clerk-Stenographer, GS-312-4	AFS-560	300-2
FINFO-75-5	Flight Inspection Schedule Coordinator, GS-301-12	AFS-531	301=18



AERO CENTER intercom

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

75-12 March 19, 1975

JOHNSON HONORED

Selected to receive the Outstanding Service Award by the National Association of Black Manufacturers recently was Malcolm Johnson, Policy Branch, Logistics Service. Johnson, who works as minority business coordinator, earned the award for his accomplishments while working with minority contractors.

RE ● ALL ABOUT IT

The crucial role of Atlantic City controller Thomas Van Swearingen in a dramatic flight assist in June 1974 is highlighted in this month's Reader's Digest. When a woman radioed Mayday after her husband died at the airplane's controls, Van Swearingen, at his radar position, teamed up with a local pilot who took to the air and flew alongside the distressed plane while radioing landing instructions to the woman, a non-pilot.

PILOT'S RESPONSIBILITY CITED

NEW REG STRESSES ALTITUDE

The agency has amended its basic regulation covering minimum altitudes to clarify pilot responsibility for maintaining a safe altitude after receiving an approach clearance. The amended regulation provides that a pilot who receives an approach clearance when operating under instrument flight rules (IFR) on an unpublished route, or on radar vectors provided by air traffic control, must maintain his last assigned altitude (1) unless a different altitude is assigned by air traffic control, or (2) until the aircraft is established on a segment of a published route or an instrument approach procedure. The amendment also requires that a pilot immediately request clarification from the controller if he does not fully understand his clearance. FAA said its present regulations are explicit with regard to the pilot's responsibility for maintaining safe altitudes at all times. Nevertheless, it added, there have been incidents of pilots descending below minimum IFR altitudes after receiving an approach clearance "due to inadvertence or uncertainty."

BETTER CONTROL FOR CONTROLLERS

The brightness control of the Plan View Display radar scopes used in enroute centers will be enhanced under a \$1.7 million contract with the Raytheon Company. The action is based on controller evaluations during site testing which indicated that the present two levels of brightness ("bright data" and "dim data") were not satisfactory. After modification, controllers will be able to set five distinct levels of brightness. This will, in turn, illuminate different sets of information to the desired level. Deliveries of the modification kits (Continued on page 2).

STILL PLENTY OF PASSENGERS . . . Total passenger traffic at the two Washington airports operated by the agency remained almost static in 1974, but the number of flight operations was off almost nine percent, reflecting the cutback in airline schedules resulting from the energy crisis. During the year, Washington National and Dulles International Airports handled 14,263,238 enplaning passengers, only slightly less than the 14,360,571 who moved through the two airports in 1973. While general aviation and air carrier total operations (takeoffs and landings) were down at both airports, air taxi operators appear to have benefited by the reduction in airline schedules. They increased operations by 14.7 percent at the two airports.

MAKING THOSE UNIFORMS SAFE . . . Can an airline flight attendant's uniform be safe as well as chic? That's a question FAA has posed in an advance notice of proposed rule making aimed at developing flammability standards for the uniforms worn by flight stewards and stewardesses. Noting that flight attendants play a vital role in emergency situations that may involve fire, FAA stressed there is an "urgent requirement for such standards as a result of recent flammability tests in which flight attendant uniforms readily caught fire and, in some instances, did not afford sufficient coverage to provide protection from exposure to heat and flame."

TO CUT USER COSTS . . . The agency recently announced that it will begin publishing enroute instrument flight charts, depicting changes in the National Airspace System, every eight weeks instead of four in an effort to provide pilots with current materials at a reasonable price. FAA points out that the escalating costs of paper and postage have increased substantially the prices of charts and other flight information publications with a corresponding decline in sales and subscriptions to the aviation public. As a result, FAA said, it is concerned that many pilots might be using obsolete charts rather than pay the increased prices.

YES, VIRGINIA, THERE IS A SPEEDY MAILMAN . . . A recent direct pouch delivery time check showed that excellent mail service is received when the FAA direct pouch system is used for mail going to regions and centers and return. No pouches took more than one work day of travel time, even to AAL and APC. Pouches to ANE, AEA, ANA, ASO, AGL, ACE, ARM and AWE generally were delivered overnight. Use the FAA direct pouch messenger-type mail system for maximum speed and security.

BETTER CONTROL FOR CONTROLLERS (Continued from page 1) . . . and spare parts will begin in about four months and will be completed in a little over a year from the first delivery date. The kits will be installed by FAA technicians.

RED CROSS MONTH . . . Here's a reminder that President Ford has proclaimed March as Red Cross Month and called attention to the many good works of this valuable service organization. As the President noted in his proclamation, the American Red Cross each year provides open-handed assistance to thousands of people whenever and wherever disaster strikes. Through its blood donor, first aid and water safety programs, the Red Cross makes lasting contributions to the health and welfare of the nation. The President suggests that government employees consider volunteering for service with the Red Cross to help continue these vital efforts.

VET FLIGHT TRAINING PROGRAM CUT . . . A recently passed public law (93-508) may cut the number of Vietnam veterans pursuing flight training on the G.I. bill and therefore have an adverse economic effect on the FAR Part 141, FAA certified schools, in which they are enrolled. The new legislation will not authorize veterans training in these schools unless the veteran or the institution can show that at least 50 percent of those so trained in the past two years have obtained employment in the general field of aviation.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal: 2 years-PC-50/74 Chief, Statistics Section, P-5, Gross: U.S. \$28,530 per annum, Net (free of tax): U.S. \$20,118 per annum. PC-51/74 Chief, Facilitation Section, P-4, Gross: U.S. \$22,680 per annum, Net (free of tax): U.S. \$16,542 per annum. Applications due in AIS-29 by April 4, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

TRAVELING? USE ECONOMY CLASS ACCOMMODATIONS . . . Deputy Secretary John W. Barnum, in a letter to all administrations, urged travelers in the interest of the current financial situation to be more economy conscious when spending the travel dollar. To conserve travel funds, travelers are advised to (1) schedule a minimum number of essential trips in order to consolidate visits, (2) minimize the number of personnel taking such trips (i.e., don't send two specialists where one will do), (3) maximize use of GSA loan pool cars and economy class accommodations where such options are available, and (4) minimize duration of trips by having data required prepared in advance of visits, where possible; and above all, maximize FTS telephone communications rather than travel. Remember, travel costs are not limited to the ticket price alone, but also include per diem and, to some extent, other actual expenses.

BUY U.S. SAVINGS BONDS

March 19, 1975

- 4 -

FROM YOUR EMPLOYEES ASSOCIATION . . . Cruise of the lower Caribbean =
April 14, 1975. Trip to Hawaii - June 3, 1975. Lincoln Plaza
Playhouse Dinner Theatre Center tickets; Six Flags Over Texas
tickets - Adults \$6.00 and Child \$5.00. Disneyland/Disneyworld
Magic Kingdom Club cards available. FAA Business Cards - 1000
for \$9.00 and 250 for \$6.50. Ice Follies - \$1.00 discount on
the \$6.00 and \$5.00 tickets - Thursday, April 10, 8 PM; Friday,
April 11, 8 PM; Saturday, April 12, 2 PM; and Sunday, April 13,
6 PM. Art Linkletter will be here April 8, 1975, at the Civic
Center Music Hall, speaking on "Art of Persuasion" - Get your
tickets at your EA Office.

SPRING DANCE . . . Employees Association Spring Dance = April 12,
1975 = Saturday = Imperial Ballroom - Skirvin Hotel = Tickets
are \$4.50 each, in advance or \$5.50 at the door, member or
guest = Music by Gary Good Band - Singer, Julie Graffe =
Set-ups provided - BYOB - Door Prizes.

BUCKLE UP . . . Order 4670.2, Motor Vehicle Management, Change 21,
Appendix 4, was recently distributed to all Aeronautical Center
Division Offices. This change restates the Department and FAA
policy on the utilization of motor vehicle occupant restraint
systems. The policy includes the following: Each seated
occupant of a moving motor vehicle which is in use on official
business shall properly utilize the complete occupant restraint
system provided in the vehicle. Also, all employees are en-
couraged to make proper use of the occupant restraint systems
available in any moving motor vehicle, regardless of ownership,
while engaged in personal business.

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
George McFarland	Air Cond. & Htg. Equip. Operator	AAC-55	75-1
Tommy L. Yeakley	Inventory Management Specialist	AAC-480	75-10
Dan Amos	"	"	75-11
Eddie Payne, Jr.	"	"	"
Floyd Taber	Construction Inspector	AAC-53	75-12
Lynda L. Reiter	General Supply Specialist	AAC-44	75-25
John B. Conti	Air Cond. & Htg. Equip. Operator	AAC-55	75-26
Lorene Johns	Clerk-Typist	AAC-480	75-28
Edwin D. Stevens	Computer Aid	AAC-342	75-34
Geraldine D. Smith	Freight Rate Specialist	AAC-430	75-46
Beverly Norman	Medical Records Technician (Typing)	AAC-130	75-53
Earl Barrington, Jr.	Training Instructor (Aviation Physiology)	AAC-140	75-54
Kenneth Gunter	Printing Specialist	AAC-45	75-59
Harriet Marshall	"	"	"
Michael Robinson	"	"	"
Caryn L. Martin	Clerk-Typist	AAC-480	75-62
Carl Ceneskie	Aviation Safety Inspector (Airworthiness)	AFS-570	FINFO-74-39

March 19, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: March 26, 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>			
75-92	Engineering Technician, GS-802-7	AAC-54	802-1
Qualification standards require specialized experience in drafting.			
<u>FAA DEPOT</u>			
75-93	Supply Clerk (Typing), GS-2005-5	AAC-400	2005
This announcement will be used to fill vacancies in AAC-430, 480 and 490 for 90 days.			
75-94	Inventory Management Specialist, GS-2010-5	AAC-480	2000
75-95	Freight Rate Assistant, GS-2131-5	AAC-430	2131
75-96	Production Controller, GS-1152-6	AAC-440	1152
75-97	Production Controller, GS-1152-11	AAC-440	1152
75-67	Supervisory Electronics Engineer, GS-855-13	AAC-440	800
<u>AIRCRAFT SERVICES BASE</u>			
75-98	Aircraft Brake Repairer, WG-8260-10	AAC-830	JE-8260
75-99	Aircraft Mechanic Leader, WL-8852-11	AAC-830	JE-8852
<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>			
75-100	Technical Publications Editor, GS-1083-9	AAC-1000	1083

PROMOTION PLAN ANNOUNCEMENT FOR FINFO

Closing Date: March 26, 1975

Area of Consideration: Oklahoma City geographical area (FINFO Headquarters, OKC FIFO and Aeronautical Center employees)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-75-10	Secretary (Stenography), GS-318-6	AFS-510	318



AERO CENTER intercom

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

75-12 March 26, 1975

ALASKA HONORED

FAA's Alaskan Region was named Employer of the Year last month by the Alaska Rehabilitation Association. The region won the honor for its achievements in hiring persons with a variety of disabilities. During the last three and a half years, the region has hired amputees as well as people with polio, epilepsy, mental retardation, alcoholism and psychiatric problems. Jobs filled included key punch operators, secretaries, draftsman trainees and warehousemen.

TAKE STOCK

IN AMERICA

* * *

BUY

U.S. SAVINGS BONDS

REVISES ADAP PROGRAM

AIRPORT-AIRWAY BILL GOES TO HILL

The Ford Administration sent a proposed new five-year, \$3.1 billion airport and airway development program to Congress last week that would provide direct payments to air carrier airports and eliminate Federal financial aid for general aviation airports after three years. Secretary Coleman and Deputy Administrator Dow testified in support of the bill. The legislation is intended to renew, with several changes, the Airport and Airway Development and Revenue Act of 1970 which expires this June 30. The new bill would do away with individual Airport Development Aid Program (ADAP) grants for specific projects at air carrier airports and replace the grants with direct, predictable yearly payments based on the volume of traffic at each airport. The thrust of the bill is to reduce Federal involvement with its accompanying red tape

WIDEBODY JET MODIFICATION ORDERED

A proposed airworthiness directive (AD) that would require strengthening of the cabin floor or better venting of wide-body jets to improve their capability to withstand rapid in-flight depressurization was issued last week by FAA. The proposed AD would affect about 275 wide-body jets—Boeing 747s, Lockheed L-1011s and McDonnell Douglas DC-10s—presently in service with U.S. air carriers. Compliance would be required by July 1, 1977. The AD's main purpose is to minimize effects of a sudden large opening of at least 20 square feet in the lower fuselage wall resulting from some abnormal and highly unusual occurrence. Such an opening could structurally damage the cabin floor with an adverse effect on the plane's controllability. All modifications would have to be approved by FAA as meeting the objectives of the AD.

AIRPORT-AIRWAYS (Continued from page 1) . . . and time lags and let local communities make the basic decisions on how and when to spend the money. Under the bill, \$300 million each year would be available to air carrier airports, compared to the present \$275 million; for each of the next three years, \$50 million would be available to the states for general aviation airports, compared to the present \$35 million annually. Reversing a long-standing policy, the legislation would permit use of Federal funds to build or improve airport passenger facilities and to buy land around airports as environmental buffer areas. Regarding airway development, the bill continues to annual \$250 million to buy new FAA facilities and equipment. The bill also proposes that FAA be permitted to use money from the aviation Trust fund to pay for maintenance of agency facilities and equipment. Another provision would repeal the ban on state and local "head taxes" on air passengers. A companion bill proposes adjustment of aviation user taxes to reduce the airlines' contribution to the Trust Fund, while raising general aviation's share from 15 to 25 percent through increased fuel taxes. The idea of departure fees at controlled airports has been dropped.

AIRWAY FACILITIES UNIONIZATION IN THE BALANCE . . . A Department of Labor hearing in Washington on separate petitions for a national labor unit and an Eastern Region labor unit of non-supervisory FAA Airway Facilities employees was recessed last week until April. The National Association of Government Employees (NAGE) filed for representation of some 8,000 employees agencywide, while the American Federation of Government Employees, AFL/CIO (AFGE) filed to represent Eastern Region employees. The International Association of Machinists and Aerospace Workers, AFL/CIO (IAM&AW) and the National Federation of Federal Employees (NFFE) are intervenors in the NAGE petition, based on their status as exclusive representatives of some of the employees involved. Last month a hearing was held in Alaska on another AFGE petition to represent Alaskan Region Airway Facilities employees. At the Washington and Alaska hearings, FAA supported the idea of a national unit rather than regional units. This support does not imply endorsement of a particular union, but only the size of the labor unit. Final decisions by the Labor Department on the appropriate units could come in six months.

MARZEC TO RECEIVE AWARD . . . Frank W. Marzec, Jr., Chief of the Configuration Control Branch, Airway Facilities Service, has been selected by the Association of Black Manufacturers to receive its Outstanding Service Award for his work with minority contractors. Also receiving the same award will be Malcolm Johnson of Logistics Service as reported in last week's INTERCOM. Presentations will be made at the Association's Fifth Annual Conference in San Francisco this week, March 29.

FLIGHT INSPECTION CHANGEOVER ON SCHEDULE . . . Two of the agency's old Flight Inspection District Offices (FIDOs), Houston, Tex., and Bedford Mass., closed in the first half of March as FAA's plan to convert to operations under the Flight Inspection National Field Office went ahead on schedule. In all, seven FIDOs will close by late May. All 103 employees affected by the closings have been assured reassignment in FAA or placement with other agencies. The job done by FIDOs is being taken over by seven Flight Inspection Field Offices, some of which were converted from FIDOs. At the same time, flight inspection of landing and navigation aids is being handed over to 20 speedy new twin jets replacing a fleet of 44 aging DC-3s. Delivery of the last of the new jets is expected by the end of this year. After training of all back-up jet crews, the DC-3s are expected to retire from the scene forever by July 1976.

TAX TIME--SELF-ASSESSMENT TIME . . . Now that taxes are due again, it's time to take stock of what we did last year, and that's a good time to ensure that our financial and other actions are compatible with the agency's Ethical Conduct Program. The obligations and responsibilities of all FAA employees and supervisors in this regard are described in FAA Order 3750.3A. Remember, the agency has no wish to interfere with the legitimate off-the-job activities of anyone, yet certain outside actions can cause or create the appearance of conflict of interest and must therefore be avoided. If you have a question about the program, don't wait; ask for assistance. Your supervisor, or an LMR specialist in your Manpower Division, will be glad to help.

BOND DRIVE ROLLS ON . . . As of March 21, 1975, the following organizations have attained 100% participation in this year's U.S. Savings Bond Drive: Office of the Director, Public Affairs Office, Planning Staff, Operations Staff, Manpower Division, Budget Division, Management Analysis Division, Audit Division, Air Transportation Security Division, and Management Training School. There have been 132 new enrollments and 89 employees have increased their allotments. However, there are still employees who have not yet taken advantage of the payroll savings plan. Why not sign up today?

EMERGENCY READINESS EXERCISE COMPLETED . . . The Aeronautical Center took part in a national emergency readiness exercise --Prime Rate 75-- to test procedures in emergency operations plans. The exercise was in support of the DOD. Ten AC divisions and FINFO played an active role in the exercise. The emergency communications team, volunteer licensed radio operators, manned the Aeronautical Center HF SSB radio station to test the FAA emergency radio network. Emergency Operations Officer, George Fox, said a major objective-- to test the total communications process during national emergencies-- was satisfactorily accomplished at the Center.

--YOUR BEST BET IN EVERY WAY -- SAVINGS BONDS--

UPCOMING EVENTS . . . The following conferences and meetings have been scheduled for the month of April:

- 4/1/75 - Hq Auditorium - Assn. of Academy Instructors
(4:30-6:30)
- 4/2/75 - 206A & C, ARB - Supply lecture
- 4/3/75 - Hq Auditorium - Trans. and Stor. Engr. Branch safety meetings
- 4/7 - 4/11/75 - 206D, ARB - Shorthand Refresher Course
- 4/14 - 4/18/75 - 206A & C, ARB - CSC Basic Management Course
- 4/16/75 - 206D, ARB - Supply lecture
- 4/16/75 - Hq. Bldg. Room 337 - Employees Association Board of Directors meeting
- 4/21 - 4/23/75 - 206D, ARB - Advanced Secretarial Techniques
- 4/21 - 4/22/75 - Hq Auditorium - TES-15 - Hazardous Materials Seminar
- 4/30/75 - 206A & C, ARB - Supply lecture

FROM YOUR EMPLOYEES ASSOCIATION . . . Remember your EA Spring Dance, April 12, 1975, at the Skirvin Hotel in the Imperial Ballroom - TICKETS \$4.50 at your EA Office or from your EA representative and \$5.50 at the door. Members who have not picked up their free movie discount I.D. card may do so at the EA Office. Hockey tickets for Friday, March 28, 1975 - Blazers vs. Tulsa. Lincoln Plaza Dinner Theater - "The Reluctant Debutante" starring Joseph Cotten and Patricia Medina - March 25 - April 27. Art Linkletter - "The Art of Persuasion" - The Civil Center Music Hall - April 8, 1975, 8:00 p.m. - Price \$4.50, tickets at your EA Office. Fishing, Hunting and Combination Licenses available at EA Office. Use the Duplicating Machine in your EA Office - 10¢ per copy. Put your want ads on the EA bulletin board. Six Flags Over Texas tickets at your EA Office - Adults \$6.00 and Child \$5.00. Disneyland/Disneyworld Magic Kingdom Club cards available at your EA Office. Oklahoma Theater Center - "A Thousand Clowns" April 9-20, 1975 - Tickets = \$3.75. Oklahoma City 89er's Baseball Bonus Book Tickets \$10.00 - on sale April 25, 1975.

March 26, 1975

-5-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 2, 1975

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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>			
75-102	Clerk, GS-301-4	AAC-8	300-B
This position has promotion potential to GS-5 without further competition. Qualification standards require one year of experience in flight operations related duties.			
<u>MANPOWER DIVISION</u>			
75-103	Position Classification Specialist, GS-221-5	AAC-15	200
This position has promotion potential to GS-11 without further competition.			
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
75-104	Supply Clerk, GS-2005-5	AAC-44	2005
75-105	General Communications Equipment Operator, GS-392-5	AAC-44	392
75-106	General Supply Specialist, GS-2001-7	AAC-44	2000
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
75-107	Program Assistant (Typing), GS-301-4	AAC-210	300-B
Specialized experience is operation of a communication mag card typewriter that accesses a remotely located time sharing computer.			
<u>FAA DEPOT</u>			
75-94	CORRECTION/INVENTORY MANAGEMENT SPECIALIST, GS-2010-5	AAC-485	2000
This position has promotion potential to GS-7 without further competition. Interested candidates who previously bid on this position need not resubmit.			

PROMOTION PLAN ANNOUNCEMENT FOR FINFO

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-75-10	CANCELLED/SECRETARY (STENO), GS-318-6	AFS-510	318
Error in area of consideration.			



AERO CENTER intercom

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

75-13 April 2, 1975

GENERAL AVIATION CHIEF
Allan Francis Landolt, former Director of Aeronautics for the State of Illinois, last week was named Assistant Administrator for General Aviation. In his new position, Landolt will direct the operations of the agency's office responsible for all matters affecting the general aviation community, including industry-government relations, aviation safety education programs and general safety coordination. Besides being the Illinois Director of Aviation, Landolt's aviation experience includes being vice president of the National Association of State Aviation Officials in Washington and, more recently, a consultant to that organization. During World War II, Landolt served in naval aviation operations. He holds a commercial pilot's certificate with multi-engine and instrument ratings. He is a 1950 graduate of the University of Notre Dame.

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THANKS FAAers FOR PROUD RECORD

BUTTERFIELD LEAVES AGENCY

After serving two years as FAA Administrator, Alexander P. Butterfield resigned last week, effective March 31. President Ford accepted the resignation with "sincere regret" and thanked Mr. Butterfield for his "dedicated service" to the nation. "During your tenure as Administrator," the President said, "significant progress has been made in the development of a more efficient system of air navigation and traffic control, and, most importantly, in the field of aviation safety. This is understandably an area of greatest public concern, and I am grateful for your effective leadership." In his letter of resignation, Butterfield told the President that FAA "absolutely and without qualification is one of the finest organizational elements in your Administration, with a spirit and sense of dedication second to none. Knowledgeable people have recently attested to that, I know; yet I feel I owe to the men and women actually responsible some mention directly to you of the fact that significant strides have indeed been made toward improving aviation safety and further ensuring air transportation security. In short, I am tremendously proud of our record and of those who work so hard here on a day-to-day basis to accomplish and achieve." Deputy Administrator James Dow will be Acting Administrator until appointment of a successor. (See farewell message to FAA on page 2.)

CONTROLLER ON TV

Watch for the "profile" feature on NBC's Sunday afternoon news on April 6. A controller, Billy Hill from Denver's Stapleton International Airport, will be the star. The program will include scenes of Hill at work in the tower as well as his voice radioing a United Airlines Boeing 727 approaching the airport for a landing.

BUTTERFIELD BIDS FAREWELL TO FAA EMPLOYEES

I leave the Federal Aviation Administration with deep satisfaction over what we were able to accomplish together during the past two years, but acutely aware of unfulfilled goals and the enormity of the tasks that remain.

It has been a period of fundamental reassessment when the agency has had to ask itself hard questions about its ability to fulfill its basic missions. For some, this has been a time of anxiety and upheaval. For most, it has represented a periodic stock-taking that leads to renewal and increased effectiveness.

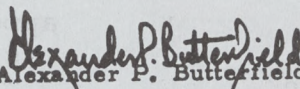
I believe that the FAA organization is better suited than before to respond to the growing needs of aviation. Through the consultative planning process, the public now has a larger voice in the way the FAA conducts its business—a voice that can help keep the agency from the comforting but dangerous delusion of self-complacency. And, by formalizing the review process, the FAA will be able to see to it that its regulations are current with the rapidly changing field of technology.

So, we can all take pride in these and other solid accomplishments whose importance for the future of aviation safety and efficiency is vital.

The future of FAA is bright because the agency's moving force will continue to be dedicated, competent professionals who have never lost sight of the fact that they are public servants. Because of my association with such people throughout the FAA, I have developed a profound respect for them and am saddened when they are wrapped indiscriminately in a blanket of criticism that, through misunderstandings, does serious injustice to those highly-motivated competent individuals.

But I counsel all of you to remain open to the voice of criticism, even when you feel it is unjustified. Because it is often through criticism that we make the greatest strides towards the accomplishment of our goals. At the same time, you should not be timid or shy about responding to unfair and inaccurate criticism with factual information. This, too, can serve a useful purpose.

As I relinquish my duties, my greatest regret is to leave the personal and professional relationships that I have had the privilege of enjoying during the past two years. I thank all of you for your contributions to our common goals under my stewardship and I bid you a warm farewell.


Alexander P. Butterfield

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO).
Montreal - 2 years PC-1/75 Technical Officer, MET, 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 April 16, 1975. Additional information about duties, qualifications, salary and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

INJURED IN DC-3 CRASH . . . Three Eastern Region officials, Duane Freer, Regional Director; Harry Bernard, Chief, Flight Standards Division; and Carl Pederson, A System Worthiness Analysis Program pilot, were seriously injured last Thursday when an FAA DC-3, the N-6, crashed after takeoff from Dubois, Pa., Jefferson County Airport. According to preliminary reports, the plane's left engine apparently failed shortly after takeoff, and the plane crashed into a ravine and broke in two. Freer's injuries included a leg injury and lacerations of the face, nose and hands. Bernard suffered a fracture of the elbow and lacerations of the ear, and Peterson a fracture of one vertebra, a broken collar collar bone and leg. All three were in the cockpit at the time of the crash. Also hospitalized for further observation were Walter Kies, Chief of the Regional Planning Staff, and Paul Bohr, Chief of the Airway Facilities Division. Six others on board, all from Eastern Region Headquarters, suffered minor injuries.

SAFETY SEMINARS--GAMA SWEEPSTAKES . . . Some lucky pilot (not employed by FAA) may win a new \$40,000 airplane by attending any one of the 1,600 FAA Safety Seminars to be held throughout the country during a one-year period beginning April 1, 1975. The Sweepstakes II is being sponsored by the General Aviation Manufacturers Association in support of the FAA's Accident Prevention Program. The first Sweepstakes was held in 1972-73. The Sweepstakes II winner will have a choice of several aircraft models, each retailing at \$40,000 and manufactured by a member company of GAMA. Other prizes also will be given. A person may enter the contest as many times as he or she attends a safety seminar. The time and place of the drawing will be announced at a later date. FAA employees are welcome to attend the safety seminars on the same basis as other attendees. They are reminded, however, that conflict of interest regulations would preclude their acceptance of any FAMA Sweepstakes prizes.

NEW OF-8 NOW AVAILABLE . . . In accordance with the Civil Service Commission's directed use of a new supervisory certification on all official position descriptions, the Optional Form 8, Position Description, has been revised to replace item 13. The new OF-8 is now available through normal supply channels (NSN 7540-00-634-4265, Unit of Issue - HD), and all organizations should begin using the revised form for all position descriptions. AC Form 3510-4, Amendment to Existing Position Description, has been overprinted to also reflect the new certification and is also available through supply channels (NSN 0052-00-566-6001).

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 1770.8D.

POSITION CLASSIFICATION STANDARDS . . . 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. All employees should have a copy of their current position description. Any employee who does not have a copy should contact his supervisor to obtain a replacement copy.

MAY IS BLOOD PRESSURE CHECK TIME. . . . During the month of May, 1975, the Aeronautical Center's Aeromedical Clinic will offer free blood pressure checks for any employee who wishes to have his pressure checked. It is estimated that 15 to 20% of all adults have blood pressure high enough to require treatment. Most are not aware they have high blood pressure. Free checks will be made every working day in May between 2:00 and 4:00 p.m. Watch future issues of Intercom for more on the "Blood Pressure Month."

EMPLOYEES ASSOCIATION NOTES. . . . SPRING DANCE - April 12, 1975 at the Skirvin Hotel in the Imperial Ballroom. Time: 9:00 p.m. to 1:00 a.m. Price - \$4.50 per person in advance and \$5.50 at the door. Buy your tickets in your EA Office or from your representative. Lincoln Plaza Playhouse Dinner Theatre Center tickets at your EA Office. Six Flags Over Texas tickets at your EA Office. Disneyland-Disneyworld Magic Kingdom Club cards available at your EA Office. Fishing and Hunting Licenses available in your EA Office - we will start carrying out of state fishing and hunting licenses and the Turkey Stamp for the spring season. FAA business cards - 1,000 for \$9.00 and 250 for \$6.50. We still have some movie I.D. discount cards available at your EA Office - bring your membership card with you. Mar-Car Stock Car Racing and Oklahoma Racing Association tickets available at your EA Office. Oklahoma Theater Center tickets - April 9 - 20, "A Thousand Clowns" - price \$3.75. Oklahoma City 89er's Baseball Club pre-season ticket sale - tickets on sale until April 25 - Book of 10 General Admission tickets for \$10.00. Cruise of the Lower Caribbean - April 14, 1975. Trip to Hawaii - June 3, 1975. Get your information in your EA Office. Art Linkletter will be here April 8, 1975, at the Civil Center Music Hall, speaking on "The Art of Persuasion." Get your tickets at your EA Office - price \$4.50, time - 7:30 p.m.

April 2, 1975

-5-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 9, 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.

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>
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	<u>MANPOWER DIVISION</u>		
75-103	AMENDMENT/TRAINEE POSITIONS, GS-200-5 Position Classification, Personnel Staffing or Employee Relations Specialist	AAC-10	200

Originally advertised as a Position Classification Specialist only. Amended to include trainees in other personnel options. If you bid on Position Classification Specialist do not resubmit. Positions have promotion potential to GS-11 without further competition.

	<u>BUDGET DIVISION</u>		
75-33	CANCELLED/SUPERVISORY BUDGET ANALYST, GS-560-14	AAC-30	

Position cancelled due to the current administrative position studies.

	<u>PROCUREMENT DIVISION</u>		
75-108	Purchasing Agent, GS-1105-6	AAC-70	1105
75-109	Procurement Analyst, GS-1102-12	AAC-70	1102

	<u>DATA SERVICES DIVISION</u>		
75-110	Secretary (Stenography), GS-318-5	AAC-310	318
75-111	Supervisory Computer Operator, GS-332-10	AAC-340	332

Temporary promotion not to exceed six months, may be converted to permanent without further competition.

	<u>FAA DEPOT</u>		
75-112	Engineering Draftsman, GS-818-7	AAC-440	818

	<u>AIRCRAFT SERVICES BASE</u>		
75-113	Statistical Clerk (Typing), GS-1531-4	AAC-800	1531
75-114	Secretary (Stenography), GS-318-4	AAC-800	318



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

75-14 April 9, 1975

service to man in flight

NEW SYSTEM TRIGGERS ALARM

SAFE ALTITUDE TO BE MONITORED

The agency will add a "minimum safe altitude warning" capability to all 64 of its automated radar terminal systems (ARTS III) to alert air traffic controllers to potentially dangerous altitude deviations by aircraft under their control. The system will automatically trigger a visual/aural signal on the ARTS III when an aircraft penetrates or is about to penetrate a predetermined minimum safe altitude in terminal airspace. To implement its decision, FAA has awarded a \$2.4 million contract to Sperry Rand's UNIVAC Division for the hardware changes to all ARTS III units. UNIVAC also will make the computer program (software) modifications on five ARTS III installations and assist FAA with this task at two other sites. The agency then will assume responsibility for making the remaining software changes. The contract schedule (Continued on page 2)

UNSAFE CONDITION REPORTS URGED

FAA has moved to encourage unsafe condition reports from pilots, controllers and other aviation users by waiving certain civil penalty actions. The new program, announced by Acting Administrator James Dow, is effective April 30. Initially, the program will emphasize potentially unsafe instrument approach procedures, air traffic control deficiencies (including pilot-controller communications), unsafe airport conditions and near mid-air collisions. Dow said the program may be expanded to encompass "all areas subject to FAA regulation except those involving criminal offenses." Upon request, the agency will preserve the anonymity of persons filing reports. FAA will not grant waivers to persons involved in accidents, gross misconduct, negligence or criminal conduct.

DOW REACTIVATES

POLICY-MAKING BODIES

Acting Administrator James E. Dow announced last week that he is reestablishing the Executive Committee, (EXCOM), Agency Review Board (ARB) and Regulatory Council (RC) which were suspended in February 1974. "We are reestablishing these bodies," Dow said, "in order to facilitate timely decisions and provide the tools that will enable FAA business to be controlled in terms of priorities and deadlines, as well as to facilitate communications both internally and externally." EXCOM is composed of the Administrator and/or his Deputy, the Associate Administrators, Assistant Administrator for General Aviation and the Chief Counsel. It is the highest level of review in FAA on all matters of policy and other critical issues, particularly those involving new directions. The ARB has the same membership with the Budget Director serving as the Executive Secretary. (Continued on page 2)

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Office, AAC-5; Distribution
C-7; AAC-5- (6)

POLICY MAKING BODIES (Continued from page 1) . . . Concerned with fiscal policies and the allocation of resources, it reviews evaluates and recommends programs and plans in terms of manpower and financial resources for inclusion in the FAA budget estimates. The RC is primarily concerned with safety and is the principal means of directing FAA's rule making program. According to Mr. Dow, who will serve as chairman, one of its first actions will be to review the regulatory aspects of safety programs to make sure they are receiving the highest priority. Members of this body are the Associate Administrators for Aviation Safety, Airports, Policy Development and Review, and Air Traffic and Airway Facilities as well as the Chief Counsel and Assistant Administrator for General Aviation.

SAFE ALTITUDE (Continued from page 1) . . . calls for hardware deliveries to begin in January 1976 and be completed in August. Among the first airports to get the system will be Los Angeles International, Chicago O'Hare, Washington's Dulles International, Detroit Metro, Oakland International and Houston Intercontinental. The computer program for the minimum safe altitude warning system was developed by UNIVAC under an FAA contract awarded last July. The system was tested first at NAFEC and then given an operational evaluation at Denver's Stapleton International Airport.

WORLD BLOSSOMS . . . April FAA World blossoms forth with a potpourri of straight and humorous material. "The Who's Who of Airway Aircraft" lays out the history of flight-inspection planes... For International Women's Year, we have a "Focus on Women"... Take one grain of salt with "The Case of the Nabbed Cab"... Meet William T. Coleman--"Mr. Secretary"... "A RAPCON--Then and Now" is a profile of a facility... An FAA film crew made a movie of "White on White"... "Let Them Eat Cake!" and you'll like this recipe, too... We have a word search to stimulate the synapses of your brain and the standard features: Federal Notebook, Faces and Places, Direct Line, Small World and Heads Up.

FLIGHT SAFETY MEETING . . . The Quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m., Wednesday, April 9, 1975, with a repeat session at 9:30 a.m., Thursday, April 10, 1975. The meetings will be held in the Headquarters Building Auditorium and will feature a presentation by Mr. Howard Shryock, Deputy Chief, Oklahoma City Flight Service Station on Flight Plan Transmittals and Related Items.

SAVINGS BOND CAMPAIGN EXTENDED. . . DOT has announced that the Savings Bond Drive has been extended for an additional two weeks. The last day of the campaign will be April 18. For those employees who have not yet signed up, this means an extended opportunity to take advantage of the payroll savings plan by buying bonds.

CLAIM DEADLINE FOR RETIREMENT FUND TAX REBATE . . . April 15, 1975, is the deadline for Federal Employees to file refund claims to recover back taxes if the National Treasure Employees Union succeeds in its lawsuit to defer taxation on retirement fund contributions until an employee receives an annuity. Because of the statute of limitations a claim for refund concerning the calendar year 1971 must be filed on or before this date. Federal employees may file Form 843 which is available at Internal Revenue Service offices. For those wishing to do so, the following language is recommended by IRS: item I, amount of refund claimed, "in excess of \$1," and item K, "Taxpayer, a Federal employee, is entitled to exclude his contribution to the U.S. Civil Service Retirement and Disability Fund from his income for tax year 19__ . I believe the IRS position taken in Feb. Rul. 72-250 I.R.B. 1972-21, 6, is in error."

URGENT REQUEST - ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO) is seeking applicants for the following positions: TA-75/07 Aeronautical Training Adviser (Civil Aviation Safety Centres), Mexico; TA-75/10 Aeronautical Engineering Instructor/Training Adviser, Indonesia; TA-75/12 Electronics Engineering Instructor/Training Adviser, Indonesia; TA-75/13 Avionics Instructor/Training Adviser, Indonesia; TA-75/14 Electronics Engineer (Radar Maintenance), Mexico; TA-75/16 Electronics Engineer (Radar Installation), Mexico; TA-75/17 Electronics Engineer (Project Manager), Sri Lanka; TA-75/18 Flight Operations Training Expert, Mexico; TA-75/19 Electronics Engineer, Khmer Republic; TA-75/20 Civil Aviation Adviser (Project Manager), Khmer Republic; TA-75/21 Air Traffic Services Expert, Khmer Republic; TA-75/22 Airport Management Expert, Khmer Republic; TA-75/23 Air Traffic Services Adviser, Iran; TA-75/24 Electronics Engineer Adviser, Iran; TA-75/25 Aerodrome Engineer, Iran; TA-75/26 Aerodrome Electrical Engineer (Power and Lighting), Iran; TA-75/27 Telecommunications Operations Adviser, Iran; TA-75/28 Telecommunications Operations Expert, Bolivia; TA-75/29 Aeronautical Training Expert, Bolivia; TA-75/30 Electronic Engineer, Bolivia; TA-75/31 Project Manager, Bolivia; TA-75/34 Electronic Engineer, Brazil; TA-75/35 Systems and Equipment Engineer (Hydraulic/Mechanical), Brazil; TA-75/36 Systems and Equipment Engineer (Electrical/Electronic), Brazil; TA-75/37 Propulsion System Installation Engineer, Brazil; TA-75/41 Air Traffic Services Instructor, Saudi Arabia. Duration of appointments range from 6 months to 5 years. Salary range is Gross \$24,220 to \$35,000; Net (free of tax) \$17,532 to \$23,850, plus allowances and benefits. Applications due in AIA-29 ASAP. Additional information about salary, benefits, duties, and qualifications is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

April 9, 1975

-4-

NEW TELEPHONE DIRECTORY . . . HAVE YOU MOVED? . . . CHANGED YOUR AAC ROUTING SYMBOL, TELEPHONE EXTENSION, BUILDING, OR ROOM NUMBER? A new Aeronautical Center telephone directory is being prepared for printing and if information on your Employee Locator Card (FAA Form 968) is out of date, you should see that a new one is prepared and forwarded to AAC-44C. The deadline, so the information in the directory appears correctly, is Friday, April 18.

IN AN EMERGENCY . . . In the event of an emergency at the Center, do the following:

1. Call Ext. 2444 - give your name, extension number, nature of emergency, and precise location of the emergency.
2. If the FAA emergency vehicle is needed, explain which building door to use and post someone there to receive the emergency crew and assist as requested.
3. DO NOT call the Mobile Coronary Care Unit or a commercial ambulance during regular duty hours. If and when these are needed, they will be called by the Chief, Aeromedical Clinical Branch, AAC-160, or his designee.
4. Remain calm and begin necessary first aid measures until help arrives.
5. In case of fire, activate the nearest manual fire alarm pull box and call Ext. 2444.

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.

FROM YOUR EMPLOYEES ASSOCIATION . . . SPRING DANCE - April 12, 1975 at the Skirvin Hotel in the Imperial Ballroom. Time: 9:00 p.m. to 1:00 a.m., price - \$4.50 per person in advance and \$5.50 at the door. Buy your tickets in your EA Office or from your representative. DON'T LET THE DANCE SLIP BY - COME AND HAVE FUN!! Lincoln Plaza Playhouse Dinner Theatre Center tickets at your EA Office. Six Flags Over Texas tickets available at your EA Office. Disneyland/Disneyworld Magic Kingdom Club cards available at your EA Office. Fishing and Hunting Licenses available in your EA Office - we have started carrying out of state fishing licenses and the Turkey Stamp for the spring season. Mar-Car Stock Car Racing and Oklahoma Racing Assoc. tickets available at your EA Office. Oklahoma Theater Center tickets - April 9-20, 1975, "A Thousand Clowns" - tickets on sale at your EA Office. Oklahoma City 89er's Baseball Club pre-season ticket sale - tickets on sale until April 25. Book of ten general admission tickets for \$10.00. H.P. Day will be April 23, 1975, time - 10:00 a.m. to 3:30 p.m. at your EA Office. Movie I.D. discount cards available at your EA Office - bring your membership card with you. Oklahoma City Blazers play off tickets at your EA Office - Dallas Black Hawks vs. Oklahoma City Blazers - Wednesday, April 16 at 8:00 p.m.

EMPLOYEES ASSOCIATION MEMBERSHIP DRAWING - APRIL 15th - HEADQUARTERS BUILDING CAFETERIA AT 2:30 p.m. - SILVER DOLLARS given away.

CRIME PREVENTION TIPS . . . While driving: o Plan your route of travel before leaving. o If you need directions, stop at a well-lighted service station or similar location. o While driving keep car doors locked; windows should not be rolled completely down. o Always lock your car if you are going to leave it unattended, even if only for a few minutes; before re-entering, look inside and check the floor and back seat. o Never pick up hitchhikers. o If your car breaks down on the road, raise the hood and tie a white cloth object to the antenna or door handle nearest the road; then re-enter the car and lock the doors. If a stranger approaches to assist, roll the window down slightly and request that he call a service truck. o If you are being followed, drive to a service station or other well-lighted area and report the incident. o If someone attempts to enter your car while stopped in traffic, flash your lights and sound your horn.

DISPLAY SLATED . . . Vector Electronic Company's sales representative will have on display the following products: plug in circuit cards, modular packaging systems, wire wrapping and unwrapping tools and solderless I.C. experimental breadboarding kits. The display will be in Room 206D of the Aviation Records Building, April 18, 1975, 9:00 a.m. to 3:00 p.m.

 PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 16, 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.

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.

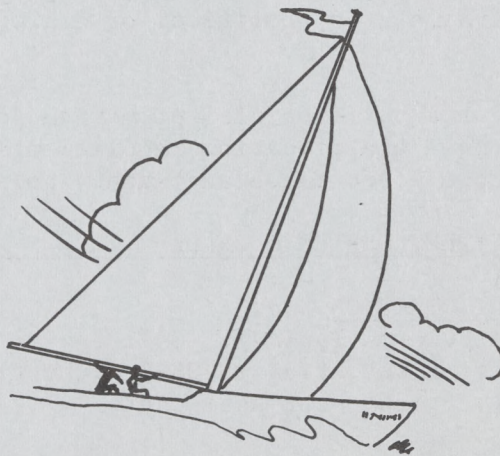
<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PROCUREMENT DIVISION</u>		
75-115	Procurement Clerk (Typing), GS-1106-4	AAC-70	1106
	This position has promotion potential to GS-5 without further competition.		
75-116	Supervisory Procurement Assistant, GS-1106-7	AAC-70	1106

PROMOTION PLAN ANNOUNCEMENTS (continued)

	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-117	Secretary (Stenography), GS-318-4	AAC-203	318
	<u>FAA DEPOT</u>		
75-118	Supply Technician, GS-2005-7	AAC-430	2005
75-119	Teletypewriter Repairer, WG-2509-8	AAC-440	JE-2509
75-120	Electronics Technician, GS-856-9	AAC-440	856
	Requires one year of experience at the GS-7 level or above in test equipment.		
75-121	Electronics Mechanic Foreman, WS-2614-10	AAC-440	JE-2614

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
William Stringfield	ATC Specialist (Station - Inst.)	AAC-930	74-234
Lloyd D. Seale	ATC Specialist (Terminal - Inst.)	AAC-930	74-256
Star D. Conant	Electronics Technician (Inst.)	AAC-940	74-271
Ralph Anderson	Gen. Aviation Opers. Spec. (Inst.)	AAC-950	74-279
William D. Bell	Production Controller	AAC-440	75-8
Virgil Chick	Inventory Management Specialist	AAC-480	75-10
Mary A. Wells	"	"	"
Gary M. Gappa	Supply Cataloger	AAC-492	75-35
Nancy A. Porter	Pantographer Helper	AAC-830	75-37
Kenneth E. Johnson	Supply Technician	AAC-490	75-44
Lorine Q. Powers	"	"	"
Virgie Jones	Inventory Management Specialist	AAC-480	75-45
Barbara Green	"	"	"
Mary Grigsby	"	"	"
Billie Bryant	"	"	"
Linda Ott	"	"	"
Mary Dobson	"	"	"
Elma Jo Manning	"	"	"
Barbara A. Hubbard	Clerk-Typist	AAC-430	75-61
Janet Walker	Clerk-Typist	AAC-8	75-69
Kenneth R. Watson	Illustrator	AAC-43	75-70
Vivian Killmer	Clerk-Typist	AAC-53	75-71
Joy A. Schilling	Clerk-Stenographer	AAC-430	75-73





AERO CENTER intercom

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

75-15 April 16, 1975

KEY PERSONNEL PICKED

Seven new selections have been made under the new selection system for filling GS-15 Flight Standards key positions. They are: ACE-Robert W. Stephens, Chief, Wichita EMDO; AGL-John H. Freese, Chief, Air Carrier Branch; AGL-Joseph O. Gaul, Chief, Minneapolis GADO; AHQ-John Sewell, Chief, Operations and Maintenance Branch, FS Service; AAC-Clyde M. DeHart, Chief, Flight Standards Branch, FAA Academy; ASO-Richard R. Nevill, Chief, Miami ACDO; and ACE-George L. Howard, Chief, General Aviation/Air Carrier Branch. Under the new system, candidates were evaluated by special national assessment panels and entered on central registers for selection consideration referral as specific vacancies occur. Full information on the system appears in Order 3330.1A, Appendix 14.

FLIGHT INSPECTION FLEET GOES MODERN

FIRST SABERLINER ROLLED OUT

Acting Administrator James E. Dow will accept the first of 15 new flight inspection Model 75 Saberliner jets scheduled to be delivered to FAA this Thursday, April 17. Rollout ceremonies will be held in front of the Rockwell International Corp. facility at Los Angeles International Airport. The twin engine jet will be used briefly for crew training at Oklahoma City before being assigned to its primary mission of flight testing ground navigational aids which mark the nation's airways, jet routes and airport terminal areas. The second Saberliner is expected to be delivered early next month and all 15 are scheduled for delivery by February 1976. The contract for the Saberliners is part of an FAA program to replace 46 DC-3s and T-29s currently used for flight inspection with 20 modern light twin jets that can do the job faster, more efficiently and at far less cost. Besides the 15 Saberliners, the agency (Continued on page 2)

AIRLINES DOWN, GENERAL AVIATION UP

Reports by approximately 400 control towers show the number of flights by the nation's scheduled airlines dropped seven percent in 1974 while general aviation flights rose almost five percent. Even though airline flights decreased, the number of paying passengers on domestic carriers went up three percent. The reduction in airline flights came as the airlines cut back their schedules in response to the fuel shortage that began in October 1973. Totals for 1974 show 9.2 million airline flights; 45.6 million general aviation flights reported by towers; and 188.7 million domestic airline revenue passengers.

FROM YOUR EMPLOYEES ASSOCIATION . . . Lincoln Plaza Playhouse Dinner Theatre Center tickets at your EA Office. Disneyland/Disneyworld Magic Kingdom Club cards available at your EA Office. Fishing and Hunting Licenses available in your EA Office - we have started carrying out-of-state fishing licenses and the Turkey Stamp for the spring season. Mar-Car Stock Car Racing and Oklahoma Racing Association tickets available at your EA Office. Oklahoma Theater Center tickets - April 9-20, 1975, "A Thousand Clowns" - tickets for \$3.75. Oklahoma City 89ers Baseball Club pre-season ticket sale - tickets on sale until April 25. Book of ten general admission tickets for \$10.00. Hewlett/Packard Day will be April 23, 1975, time - 10:00 a. m. to 3:30 p.m. at your EA Office. Movie I.D. discount cards available at your EA Office - bring your membership card with you. Oklahoma City Blazers play off tickets at your EA Office - Dallas Black Hawks vs. Oklahoma City Blazers - Wednesday, April 16 at 8:00 p.m.

SABERLINERS (Continued from page 1) . . . purchased five Jet Commanders, all of which have been delivered. When all these planes are in operation sometime early next year, better than 100 percent productivity gain in flight inspection operations is expected because of the planes' greater speed, higher operating altitudes, greater efficiency and because they will be equipped with the most modern electronic equipment for checking the quality and usability of the navigational signals emanating from the ILSs, VORs, and other navigational aids.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal - 2 years PC-2/75 Language Officer (Reviser), P-4, Gross: U.S. \$22,680 per annum and NET (free of tax): U.S. \$16,542 per annum. Russian mother, tongue, or the language used for the purpose of education. Demonstrated ability to reverse and write Russian translations, with a thorough knowledge of syntax and stylistics, is essential. A profound knowledge of English is essential. A sound working knowledge of French or Spanish would be a valuable additional qualification, Dakar - 3 years PC-3/75 Technical Officer, RAC/SAR, P-3, Gross: U.S. \$18,410 per annum and NET (Free of tax): U.S. \$13,766 per annum. Applications due in AIA-29 by April 23, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. FAA employees accepting ICAO assignments are entitled to restoration rights.

ALTITUDE REPORTING EQUIPMENT NOT REQUIRED . . . A rule which drops the requirement that aircraft carry automatic altitude reporting equipment when operating in Group II terminal control areas (TCAs) after July 1, 1975, has been adopted by the agency. However, aircraft operating in these areas, with minor exceptions, will still be required to carry transponders capable of automatically providing discrete identity information to air traffic control. TCAs affected by the rule are at Cleveland, Denver, Houston, Kansas City, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburg, Seattle and St. Louis.

BLOOD BANK AT AERONAUTICAL CENTER . . . The Blood Bank Mobile Unit will be at the Aeronautical Center on Wednesday, April 23 from 9:30 a.m. to 12:15 p.m. Persons wishing to donate should call Mary Chastain, Extension 4159, for an appointment.

NEW DOT SECRETARY SPEAKS OUT ON CIVIL RIGHTS . . . Stressing that "Discrimination against minorities and against women imposes unacceptable social, economic and manpower losses on this Department and on the nation as a whole," the new Secretary of Transportation, William T. Coleman, Jr., outlined his position on Civil Rights in a recently released policy statement. He went on to say, "Such losses must be eliminated through vigorous enforcement of the equal opportunity laws and regulations applicable to the Department and to those organizations both public and private which receive DOT financial assistance." To assure these goals he promised to "initiate innovative programs that make optimum use of the skills of every employee of the Department and at the same time give credibility to the expression "equal opportunity employer." He added that he would "look to the head of all offices for leadership, for imaginative action and for definite results."

ELECTRONIC CALCULATORS STILL BANNED . . . The agency will continue its ban on the use of portable electronic calculators on airline aircraft because of possible interference with on-board navigational equipment. The ban also applies to other aircraft operating under instrument flight rules (IFR). FAA announced its decision in withdrawing a notice of proposed rule making (NPRM) that would have exempted calculators from the agency's general ban on the use of portable electronic equipment on aircraft operating IFR. In withdrawing the proposed rule, FAA said tests show that the effect of portable electronic calculators on navigation equipment varies with different models in different aircraft and cited documented incidents showing that operation of certain calculators has caused interference with this equipment.

SEARCH AND RESCUE TEST BECOMES REAL THING . . . A simulated search and rescue mission to test the equipment and demonstrate the capabilities for the ATS-6 communication satellite became the real thing recently when a ship not involved in the exercise developed rudder difficulties. As a result the Coast Guard cutter Gallatton, a test participant, used the satellite to relay the crippled ship's position and the nature of the difficulties to the New York Rescue Control Center, which also was taking part in the test. Although the crippled ship rectified the trouble herself, the system worked perfectly and test participants claimed a "save" for the satellite. Among the ships and planes involved in the multi-station exercise in the North Atlantic was the FAA KC-135.

April 16, 1975

-4-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 23, 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.

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>		
75-122	Personnel Management Specialist, GS-201-13	AAC-10	200
	<u>BUDGET DIVISION</u>		
75-123	Budget Clerk (Typing), GS-501-5	AAC-30	500
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-124	Warehouseman, WG-6907-6	AAC-44	JE-6907
75-125	Offset Press Operator, WG-4417-7	AAC-45	JE-4417
	<u>PROCUREMENT DIVISION</u>		
75-126	Purchasing Agent, GS-1105-7	AAC-70	1105
	This announcement will be used to fill vacancies in all branches of AAC-70 for 90 days.		
	<u>DATA SERVICES DIVISION</u>		
75-127	Peripheral Equipment Operator, GS-332-4 Rotating shifts and seven days per week.	AAC-340	332
75-128	Computer Operator, GS-332-5 This position has promotion potential to GS-7 without further competition. Rotating shifts and seven days per week.	AAC-340	332
	<u>FAA DEPOT</u>		
75-129	Supply Systems Analyst, GS-2003-7 This position has promotion potential to GS-11 without further competition.	AAC-410	2000
75-130	Supervisory Electronics Technician, GS-856-12 Requires one year of specialized experience in calibration of test equipment.	AAC-440	856

April 16, 1975

-5-

PROMOTION PLAN ANNOUNCEMENT FOR FINFO

Area of Consideration: FAA-Wide

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	Electronics Technician (Airborne), GS-856-11		856
FINFO-75-6	(Atlantic City, New Jersey)	ACY FIFO	
FINFO-75-7	(Los Angeles, California)	LAX FIFO	
FINFO-75-8	(Minneapolis, Minnesota)	MSP FIFO	
FINFO-75-9	(Oklahoma City, Oklahoma)	OKC FIFO	
	Airspace System Inspection Pilot (Crew Member), GS-2181-7, 9 or 11		2181
FINFO-75-11	(Atlantic City, New Jersey)	ACY FIFO	
FINFO-75-12	(Atlanta, Georgia)	ATL FIFO	
FINFO-75-13	(Battle Creek, Michigan)	BTL FIFO	
FINFO-75-14	(Los Angeles, California)	LAX FIFO	
FINFO-75-15	(Minneapolis, Minnesota)	MSP FIFO	
FINFO-75-16	(Oklahoma City, Oklahoma)	OKC FIFO	
FINFO-75-17	(Seattle, Washington)	SEA FIFO	
	Airspace System Inspection Pilot (Procedures Specialist), GS-2181-7, 9 or 11		2181
FINFO-75-18	(Atlantic City, New Jersey)	ACY FIFO	
FINFO-75-19	(Atlanta, Georgia)	ATL FIFO	
FINFO-75-20	(Battle Creek, Michigan)	BTL FIFO	
FINFO-75-21	(Los Angeles, California)	LAX FIFO	
FINFO-75-22	(Minneapolis, Minnesota)	MSP FIFO	
FINFO-75-23	(Oklahoma City, Oklahoma)	OKC FIFO	
FINFO-75-24	(Seattle, Washington)	SEA FIFO	

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Roland Wadsworth	Electronics Technician (Inst.)	AAC-940	74-271
Ruel W. Caraway	"	"	"
Louis L. Sadler	General Aviation Operations Specialist (Instruction)	AAC-950	74-326
Jewell S. Hicks	General Communications Equipment Operation Supervisor	AAC-44	75-40
Albert L. Horne	Budget Analyst	AAC-30	75-52
Juarita Voyles	"	"	"
Catalina Unsell	Secretary (Stenography)	AAC-480	75-91



AERO CENTER intercom

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

75-16 April 23, 1975

SRDS DIRECTOR

David J. Sheftel, a career executive with the agency and formerly Director of the Quiet Short Haul Air Transportation System Office, has been named Director of the Systems Research and Development Service. In his new post he will be responsible for directing and supervising the research and development of all equipment and systems for the modernization of the National Airspace System. He will also be responsible for the research and development in support of the agency's aircraft safety and aircraft noise abatement programs. Before being appointed director of SRDS, Sheftel was acting Deputy Associate Administrator for Policy Development and Review. A Federal employee since 1950, he joined the agency in 1958 as an electronic engineer on the Airways Modernization Board. A World War II Navy veteran, Sheftel holds a private pilot certificate.

ELEVEN MONTH TEST IN ATLANTA

FSS AUTOMATION GEAR DELIVERED

The precursor of automated flight service station equipment was uncrated and installed at the Atlanta FSS this month. AWANS--Aviation Weather and Notices to Airmen System--built by E-Systems of Dallas, Tex., will be checked out next week (following exhaustive checks at the factory). If all goes well, parts of the system will then be installed at the Macon, Ga., "satellite" FSS, in the Washington Central Flow Control facility, at the Atlanta National Weather Service office, and at an Atlanta airport for pilot self-briefing. Flight service specialists will use AWANS viewing screens and keyboards directly in front of them to call up all kinds of weather and aeronautical information. In Atlanta the specialists will also view real-time weather radar pictures from a long-range radar at Athens, Ga., and from any of 50 selected locations across the country. Sixty flight service specialists from the Atlanta FSS and 12 from Macon will be trained for five weeks on the system, followed by an eleven-month operational test to see how well the system helps the specialists do their jobs. For most of the Atlanta and Macon specialists, the arrival of AWANS was their first chance to put their hands on equipment about which they--and the rest of FAA--have heard so much during the years of planning and development for FSS automation. Expansion of AWANS is not planned. Ideas and suggestions of the Atlanta specialists will contribute much to the development of the basic computerized system which will be implemented nationally toward the end of this decade. Selected FSS personnel from all levels and regions will get a chance to evaluate the AWANS equipment.

CONCORDE HEARINGS HELD . . . More than 100 witnesses turned out last week at public hearings in New York and Washington to testify for and against the proposed operation of the supersonic Concorde into airports serving these two cities. At issue is the application of British Airways and Air France to conduct a maximum of four flights a day into New York's Kennedy Airport and two a day at Washington's Dulles Airport. FAA's draft Environmental Impact Statement said such limited operations would not have any significant adverse effect on the environment nor prejudice any subsequent rulemaking proceedings dealing with general operating restrictions on supersonic transports. Challenging this position were such speakers as Senator William Proxmire of Wisconsin and Reps. Lester Wolff and Joseph Addabbo both of New York, as well as a succession of spokespersons for various environmental groups. Speaking for the proposal were former CAB Chairman Secor Browne, and representatives of several New York and Washington business interests, in addition to the Concorde manufacturers and operators. An additional hearing is scheduled for this week in Sterling Park, Va. The hearing officers were Charles Foster, Director of Environmental Quality, and Len Ceruzzi, Office of the Chief Counsel.

TAPE SYSTEMS . . . The third and fourth high capacity voice recording systems were installed at the Oakland and Denver enroute centers early this month. The systems, used to tape record pilot-controller communications, will operate simultaneously with the older system from 30 to 60 days before final commissioning. Manufactured by 3M Co., the equipment records on 152 channels, compared to the 22 or 30-channel gear being replaced. Minneapolis and Chicago are the next two centers scheduled to receive the new systems. All 20 NAS centers are expected to be equipped with high capacity voice recorders by June 1977.

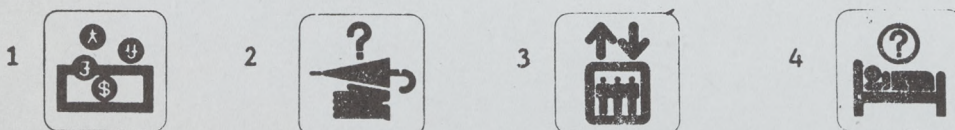
TAX LOWERED . . . Taxpayers will have less money withheld from their paychecks as a result of a new law, effective April 30, that revises Federal tax withholding rates. For example, an unmarried employee earning a GS-7, Step 1 salary (\$404.80 bi-weekly) and claiming one exemption (him or herself) will have \$67.00 withheld from a paycheck, compared to the previous \$69.90 withheld. A married employee earning a GS-13, Step 1 salary (\$839.20 bi-weekly) and claiming two exemptions (self and spouse) will have \$141.40 withheld, compared to the previous \$155.90. Furthermore, the new law increases the standard deduction for taxpayers not itemizing their deductions. This increase is from 15 percent to 16 percent of the "adjusted gross income." The maximum allowable standard deduction is raised from \$2,000 to \$2,300 for a single person or head of household, and raised to \$2,600 for a married couple filing a joint return. In addition, a new "tax credit" of \$30 per person (self, spouse and dependents) is allowed. This means the taxpayer can subtract \$30 per person from his "tax liability"--thus increasing a tax refund or decreasing tax owed. Because of these changes in Federal tax rules, the Internal Revenue Services urges taxpayers to re-check their withholding status (exemptions claimed) to prevent possible underwithholding, which would cause a smaller refund or larger tax owed at the end of the year.

TAY ON THAT GLIDE SLOPE . . . A notice of proposed rule making to require installation of equipment in all airline turbine-powered airplanes that would alert pilots to deviations below the glide slope when making an instrument approach for landing was issued last week by the agency. Under the proposal, installation of the glide slope deviation monitoring system would be required in all large turbine-powered aircraft operated by air travel clubs and air taxis as well as those in the airline fleet. The equipment would provide both visual and aural warnings of deviations below the glide slope, which is a radio beam that defines the proper approach angle to the runway. The proposed rule supplements a recently adopted regulation requiring a ground proximity warning system in all such aircraft by December 1, 1975.

ID CARDS FOR RETIREES . . . Special identification cards for FAA retirees are scheduled to be issued beginning July 1. On the card, with a gold filigree border and DOT seal, will be the employee's signature, picture, organization and years of service as well as the signature of the Secretary of Transportation. The cards are being issued to help retirees maintain or establish their identification at Federal Credit Unions throughout the country and as a means of recognizing the employee's Federal service. An FAA covering order, which also spells out ways to issue the card to employees who have already retired, will be distributed to the field about May 15.

LIGHT ATTENDANT SPECIALIST ON BOARD . . . Jeanne Marie Koreltz, a Hughes Airwest stewardess from San Mateo, Calif., has been selected to fill the newly created position of Air Carrier Cabin Safety Specialist in the FAA. The position was created to give the agency a closer liaison with the airline industry in developing and enhancing the safety role of the flight attendant in the area of crashworthiness and survivability. Ms. Koreltz will be assigned to the Air Carrier Division of the Flight Standards Service. She will deal primarily with regulations concerning flight attendant safety functions and will solicit ideas from airline flight attendants on improving cabin safety. She will also assist in the analysis of accidents where the safety of cabin equipment or other cabin considerations are factors.

SIGN LANGUAGE . . . DOT and the American Revolution Bicentennial Administration (ARBA) have agreed to test new symbol signs at Bicentennial sites, events and transportation facilities. The signs are designed as an easy and convenient guide for visitors who are unfamiliar with the areas visited and will be tested during 1976 at five cities: Boston, New York, Philadelphia, Washington, D.C., and Williamsburg, Va. DOT hopes the symbols will be adopted as an international standard. In keeping with the spirit of the test, here are a few of the signs. Their meanings will be printed next week. (If you care to take a guess, drop a line to AIS-330.)



1975 U.S. SAVINGS BOND CAMPAIGN CLOSES . . . The Director has announced that the Aeronautical Center reached a participation rate of 92 percent at the end of the campaign. A total of 274 employees enrolled for the purchase of Savings Bonds and 172 employees increased their current allotments. Mr. Creswell expressed appreciation to all who helped to make this year's campaign a success. The breakdown of final rates of participation by organization is as follows:

<u>Organization</u>	<u>Participation Rate</u>
Office of Director & Staff Offices	100.0%
Manpower Division	100.0%
Accounting Division	100.0%
Budget Division	100.0%
Administrative Services Division	97.9%
Plant Engineering Division	96.6%
Management Analysis Division	100.0%
Procurement Division	97.7%
Audit Division	100.0%
Air Transportation Security Division	100.0%
Civil Aeromedical Institute (CAMI)	94.5%
Flight Standards Technical Division	88.9%
Data Services Division	91.1%
Depot	91.0%
Management Training School	100.0%
Aircraft Services Base	94.3%
Academy	86.8%
Airway Engineering Support Division	100.0%
 Aeronautical Center participation rate	 92.0%
 Tenant Organizations:	
 Flight Inspection National Field Office	 84.0%
Transportation Safety Institute	90.0%

THE FIRST IS HERE . . . The first of 15 new Sabreliner 75's to be acquired by the FAA for use in Flight Inspection work, arrived at the Aeronautical Center last Friday. The craft will be used at the Aeronautical Center for crew training prior to assuming its primary mission of flight checking ground navigational aids.

April 23, 1975

-5-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 30, 1975

For promotion consideration submit AC Form 3330-12.

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

Do not submit reassignment requests for positions advertised with promotion potential; follow promotion procedures.

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>ACCOUNTING DIVISION</u>		
75-131	Clerk-Typist, GS-322-4	AAC-23	300-2
	<u>BUDGET DIVISION</u>		
75-123	CANCELLED/BUDGET CLERK (TYPING), GS-501-5	AAC-30	
	Position filled by change to lower grade within the organization.		
75-132	Secretary (Stenography), GS-318-6	AAC-30	318
75-133	Budget Analyst, GS-560-12	AAC-30	560
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-124	CANCELLED/WAREHOUSEMAN, WG-6907-6	AAC-44	
	Position advertised in error.		
75-134	Warehouseman, WG-6907-5	AAC-44	JE-6907
	<u>PLANT ENGINEERING DIVISION</u>		
75-135	Utility Systems Operator, WG-5406-9	AAC-55	JE-5406
75-136	Electromotive and Powered Ground Equipment Mechanic, WG-5801-10	AAC-56	JE-5801
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-137	Secretary (Stenography), GS-318-5	AAC-260	318
	<u>FAA DEPOT</u>		
75-138	Supply Clerk (Typing), GS-2005-4	AAC-480	2005

April 23, 1975

-6-

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>AIRCRAFT SERVICES BASE</u>			
75-139	Sheet Metal Mechanic Helper, WG-3806-5	AAC-830	JE-0001
Selectee will be required to work rotating shifts.			
75-140	Painter, WG-4102-9	AAC-830	JE-4102
75-141	Quality Assurance Specialist (Electronics), GS-1910-11	AAC-820	1910
<u>FAA ACADEMY</u>			
75-81	CANCELLED/STUDENT SERVICES SPECIALIST, GS-301-12	AAC-904	
Position filled by reassignment of a surplus employee.			
75-142	Training Technician, GS-1702-4	AAC-941	1702
This position has promotion potential to GS-7 without further competition.			

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: May 7, 1975

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-75-26	Supervisory Electronics Technician (Avionics), GS-856-12	LAX FIFO	856
Ingrade/downgrade bids accepted.			
FINFO-75-27	Aircraft and Avionics Maintenance Officer, GS-301-11/12	SEA FIFO	301-7
Bids will be accepted for both GS-11 and GS-12 levels. If the position is filled at the GS-11 level promotion to GS-12 may be made without further competition. Ingrade/downgrade bids accepted.			

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Aubry L. McAfee	Management Analyst	AAC-60	74-331
William D. King	Manufacturing Specialist	AAC-210	74-332
Estes R. Jackson	Inventory Management Specialist	AAC-480	75-10
Marjorie Couch	Inventory Management Specialist	AAC-480	75-45
Alice McIntyre	Supv. Inventory Management Spec.	AAC-480	75-55
Sandra Canfield	Identification and Condition Verifier	AAC-430	75-74
Gene D. Smith	Materials Expediter	AAC-430	75-77
Charlie E. Wagnon	"	"	"
Mary T. Randall	Clerk-Typist	AAC-130	75-84
Edward E. Schrock	Computer Aid	AAC-340	75-86
Sharon Meeks	Secretary (Stenography)	AAC-480	75-91
Debra K. Church	Freight Rate Assistant	AAC-430	75-95
Marie M. Hall	Secretary (Stenography)	AFS-500	FINFO-75-25



AERO CENTER intercom

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

75-17 April 30, 1975

DEPUTY FOR ADMIN.

Murray E. Smith was appointed Deputy Associate Administrator for Administration last week. Smith previously was deputy director, Office of Management Systems, since 1973. Holder of bachelor and master's degrees in civil engineering from Kansas State College and Purdue University, Smith joined the agency in Kansas City in 1957 after a teaching stint and a tour with the U.S. Air Force. He came to Washington Headquarters in 1959 where he held several posts in the old Bureau of Facilities and the Installation and Material Service and the present Systems Research and Development Service. In 1972-73 he attended the Woodrow Wilson School of Public and International Affairs at Princeton University.

CITED FOR SAFETY

TOP FS FIELD OFFICES HONORED

Winners of the sixth annual Flight Standards field office awards for outstanding performance in assigned safety programs in 1974 were announced last week by the agency. They are: Anchorage, Alaska, General Aviation District Office; Southwest Region's Systems and Equipment Field Project Group (in the Engineering and Manufacturing category); Fort Worth, Tex., Air Carrier District Office; and the Minneapolis, Minn., Flight Inspection Field Office. Selections were made by a special panel of Headquarters officials representing various technical specialties. Each winning office will receive a plaque and certificate at award ceremonies to be held in the field in the near future.

FAA TO STREAMLINE REG PROCESS

A proposal to eliminate a major cause of delay in FAA's rule-making process was announced by Acting Administrator James Dow last week. Under the proposal, all requests for exemptions from FAA rules would have to be filed at least six months in advance instead of the present two months. This longer lead time would permit more orderly action on such requests and minimize disruption of the agency's safety rule-making system. Dow emphasized that exemption requests warranting priority handling would still be expedited. When several requests for exemptions from the same rule are made, Dow said prompt consideration would be given to changing the rule itself. He also ordered that rule-making and exemption requests be handled separately as far as possible. A recent General Accounting Office report noted that processing of exemption requests seriously interrupts FAA's issuance of general safety regulations.

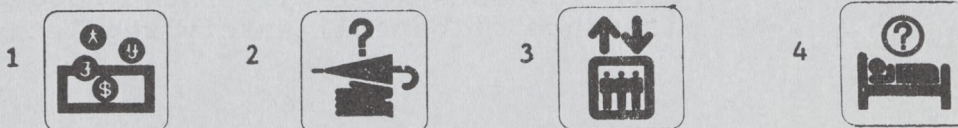
GAS LINE REPAIR . . . The repairing of gas lines at the Aeronautical Center is slated to start this week, May 1, 1975. The contract work will be done after 4:30 p.m. during the work week and all day on the weekends. The repair work is expected to take about three months. There may be some intermittent interruption of hot water, gas, steam, heating, and/or air conditioning at times in some of the buildings. Notices will be issued if critical areas are affected.

WATCH THOSE RADIOACTIVE MATERIALS . . . The agency has tightened its regulations governing the shipment of hazardous materials by air to ban all radioactive materials from passenger-carrying flights except those intended for medical or research use. The new, more restrictive requirements provide that no such material can be accepted for shipment on passenger aircraft unless it carries a signed statement by the shipper that it is intended for medical or research use. In addition, the materials must be packaged in conformance with existing FAA safety standards to prevent any leakage in transit.

NUMBER TWO SECURITY MAN . . . Joseph K. Blank, a veteran of FAA's war on air piracy, has been named Deputy Director of the Civil Aviation Security Service. He will assist in directing the agency's continuing program to prevent aircraft hijacking and sabotage and to maintain airport and air cargo security. Prior to his new appointment, Blank was chief of the Ground Operations Security Division in the Service. He was instrumental in establishing an aviation security training program at the Transportation Safety Institute in Oklahoma City. A veteran of the Army Air Corps in World War II, Blank served with State Department, Army Corps of Engineers and Civil Service Commission before joining FAA in 1961.

MINIATURE FARs, ACs AND ADs . . . Information Handling Services (IHS), the country's largest commercial micropublisher for various catalogs and specifications, has just announced availability of FAA publications on microfilm. Federal Aviation Regulations (FARs), Airworthiness Directives (ADs) and Advisory Circulars (ACs) are available in 8mm cassettes or 16mm cartridges on a subscription basis. IHS keeps the service current by providing automatic complete file updates every 60 days. Additional information may be obtained from Ron Gordon in AMS-140, telephone 202-426-8735.

SIGNS OF THE TIMES . . . True to our promise, here are identifications of the Bicentennial "symbol signs" that were reproduced in last week's INTERCOM. The signs are being tested by DOT and the American Revolution Bicentennial Administration (ARBA). Number 1 is "currency exchange"; 2 is "lost and found"; 3 is "elevator"; and 4 is "hotel information." Our thanks to those readers who sent in guesses--most of them correct, and some others, more imaginative than correct.



April 30, 1975

MORE POWER TO THEM . . . Installation of power conditioning systems in the enroute centers has moved apace since the first commissioning at the Los Angeles ARTCC last September. The ninth and tenth systems were commissioned at the Denver and Memphis centers at the end of last month. The system does two things: conditions incoming commercial power to provide exactly the right voltage and frequency for sensitive computers, radar displays and other automated air traffic control equipment; and, using a huge bank of batteries, supplies electric power between the time commercial power fails and the center's emergency generators come on with full power. All 20 centers are expected to have the systems operating by this fall.

AIR SECURITY WORKING; VIGILANCE STILL NEEDED . . . Security procedures in effect at the nation's commercial airports successfully averted as many as 25 potential hijackings in 1974 and led to the confiscation of a vast stockpile of illegal weapons, according to an FAA report to Congress. The report noted that 1974 was the second consecutive year without a successful hijacking of a U.S. airliner, although three attempts were made, all ending in failure. The report identifies two major problem areas that will receive increased attention in the year ahead--cargo security and aircraft sabotage. Accordingly, efforts are being made to develop and put into service devices which can detect explosives and screen cargo as well as checked baggage. The report concludes with a strong warning against complacency.

THEY TOOK A RAINCHECK AND IT HELPED . . . Cooperation between FAA controllers and Panamanian pilots has improved considerably since the second Spanish language Operation Raincheck at the Balboa (Canal Zone) enroute center/approach control (CERAP). In Raincheck, controllers invited pilots to view operations at the CERAP and to learn what air traffic services are available. Prior to the first Raincheck effort some months ago, Panamanian pilots were asking for VFR traffic advisories only 10 to 20 times daily. Following the second session, the count zoomed to a daily average of 147 with a peak day count of 201.

MANPOWER EVALUATION TEAM . . . An on-site evaluation of the Aeronautical Center Manpower Program will be conducted during the period May 12-23, 1975. The evaluation will be conducted by a team headed by Don Cooney, APT-310, and composed of personnel from FAA Headquarters and regions. The team will collect part of their information through questionnaires which have already been distributed to employees who were selected by a computer process by FAA Headquarters. Completed questionnaires are to be returned directly to Washington. Other information will be collected by team members through discussions with various segments of the Aeronautical Center work force and by review of records and statistical data. Contacts and schedules will be arranged after the team arrives.

CANCELLATION OF LOGISTICS SERVICE ORDER . . . The Logistics Service announces the cancellation of obsolete agency order 4450.4, Notice of Contract Awards to the Office of Congressional Liaison. This cancellation will appear in the cancelled section of the next Directives Checklist.

CRIME PREVENTION TIPS FOR WOMEN . . . When outside: o Walk facing traffic and avoid passing closely by dark areas such as alleys, entrance ways, or shrubbery. o Try not to overload yourself with packages. Carry your purse in a secure manner or conceal it inside a shopping bag. o Carry a whistle around your wrist to use as an alarm if necessary. o Avoid walking through or parking in secluded areas, particularly those known as "lovers' lanes." o When shopping, be careful not to display cash from your purse. o If possible, avoid walking alone, especially at night. o If you are alone, be particularly aware of persons around you. Look around occasionally to see if someone might be following you.

FROM YOUR EMPLOYEES ASSOCIATION . . . Lincoln Plaza Playhouse Dinner Theatre Center tickets at your EA Office, "Finishing Touches," April 29 through June 1. Six Flags Over Texas tickets =- Adults \$6.00, Child's \$5.00 (Weekends only until May 24, then open every day). Disneyland/Disneyworld Magic Kingdom Club cards available at your EA Office. Fishing and hunting licenses available at your EA Office. We have also started carrying out-of-state fishing licenses and the Turkey Stamp for the Spring Season. Mar-Car Stock Car Racing and Oklahoma Racing Association tickets available at your EA Office. Gaslight Dinner Theater, Thursday, May 15, 1975 - "Man of LaMancha". Price \$7.75 each. Movie I.D. discount cards available at your EA Office =- bring your membership card with you. FAA business cards = 1000 for \$9.00 and 250 for \$6.50. Oklahoma City Urban League's 28th Annual Meeting, Friday, May 2, 1975 at the Skirvin Plaza Hotel Ballroom - \$10.00 donation. Tickets available at your EA Office. Bus trip to Six Flags Over Texas planned by Employees Association for June 21, 1975. Time: 8:00 a.m. until 10:00 p.m., price: adults \$14.85, child \$13.85. For more information check with your EA Office.



April 30, 1975

=5=

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: May 7, 1975

For promotion consideration submit AC Form 3330-12.

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

Do not submit reassignment requests for positions advertised with promotion potential; follow promotion procedures.

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>
75-143	<u>AERONAUTICAL CENTER COUNSEL</u> Attorney Advisor (General), GS-905-12, 13 or 14	AAC-7	905
75-144	<u>BUDGET DIVISION</u> Budget Analyst, GS-560-9	AAC-30	560
	This position has promotion potential to GS-11 without further competition.		
75-145	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u> Aviation Maintenance Specialist, GS-1825-9	AAC-230	1825
75-146	Aviation Maintenance Specialist, GS-1825-11	AAC-230	1825
75-147	Aviation Safety Inspector (Airworthiness), GS-1825-12	AAC-230	1825
	Requires FAA mechanic certificate with airframe and powerplant ratings.		
75-148	<u>FAA DEPOT</u> Supervisory Electronics Technician, GS-856-11	AAC-440	856
	Requires one year specialized experience in communications.		
75-149	Supervisory Electronics Technician, GS-856-11	AAC-440	856
	Requires one year specialized experience in nav aids.		
75-139	<u>AIRCRAFT SERVICES BASE</u> CORRECTION/SHEET METAL MECHANIC HELPER, WG-3806-5	AAC-830	JE-0001
	This position has promotion potential to WG-10 without further competition.		



AERO CENTER intercom

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

75-18 May 7, 1975

RESOLUTION ON INTERNATIONAL WOMEN'S YEAR 1975

WHEREAS, 1975 has been proclaimed INTERNATIONAL WOMEN'S YEAR, and the goals for the year are:

- . To promote equality between men and women;
- . To ensure the full participation of women in the total development effort at national, regional, and international levels;
- . To recognize the importance of women's ever-increasing contributions to the promotion of friendly relations and cooperation among nations and to world peace, and

WHEREAS, on January 30, 1974, the President of the United States proclaimed INTERNATIONAL WOMEN'S YEAR for the United States, and

WHEREAS, the Administrator, Federal Aviation Administration, on January 3, 1975, endorsed the goals of INTERNATIONAL WOMEN'S YEAR and recommended that the Federal Aviation Administration assist in their implementation, and

WHEREAS, the United States Civil Service Commission has issued Bulletin 713-38 supporting INTERNATIONAL WOMEN'S YEAR, and

WHEREAS, INTERNATIONAL WOMEN'S YEAR offers an opportunity to advance the rights and responsibilities of women and to expand their freedom of choice in planning their lives,

NOW THEREFORE, the Federal Aviation Administration's Aeronautical Center

- . Endorses INTERNATIONAL WOMEN'S YEAR and the goals of equality, development, and peace;
- . Calls on its managers and supervisors to develop programs in their plans for 1975 which will use the special skills of their personnel to advance INTERNATIONAL WOMEN'S YEAR goals in constructive ways;
- . Encourages special efforts to recognize the contributions that women in the Federal Aviation Administration have made to the agency and the air industry.

Thomas J. Creswell

THOMAS J. CRESWELL

Director, Aeronautical Center, AAC-1

May 7, 1975

- 2 -

FIRST AGENCYWIDE WOMEN'S CONFERENCE . . . Kansas City was the site of the first meeting among FAA Federal Women's Program Coordinators and Chairpersons of Women's Program Committees from Headquarters and all regions and centers last month. Participants discussed ways of making the Women's Program more effective and responsive to the needs of FAA's female work force. The Conference offered a forum for exchange of ideas while allowing participants to become personally acquainted and to learn of each other's efforts to improve the employment situation of FAA women.

NOISE HEARING . . . The agency announced last week that it will hold a public hearing in Los Angeles on May 16 on the Environmental Protection Agency's proposed noise restrictions on supersonic aircraft. The EPA proposal would require all new supersonic aircraft to meet the noise level restrictions set for the latest generation of subsonic commercial jets before they would be allowed to operate within the United States. But the proposal would exempt the 16 Concorde supersonic aircraft that are already built or are being built by France and Great Britain. Hearings on the proposal are also scheduled to be held in Washington, D.C. on May 22.

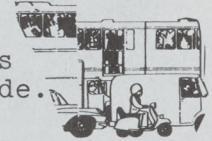
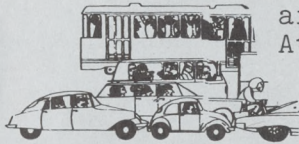
ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization is now seeking individuals for an assignment within the Technical Assistance Program in Jeddah, Saudi Arabia. Duration: 22 months. TA-75/46 Fire and Rescue Training Expert, Level 3, Step VI; subject to confirmation, Gross: \$22,920; Net (free of tax): \$16,698 per annum. Applications due in AIA-29 ASAP. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

BOOK HUNT . . . The Office of International Aviation Affairs is attempting to locate instruction books for ATCBI-2 SECRA Equipment for technicians in Barbados. They need both the Oklahoma City course material as well as the factory instruction manuals. Any technicians or engineers who would be willing to donate a set of their old books or who may know of an available set of equipment instruction books in some sector office or facility, please contact AIA-242, Richard Carmel, (202) 426-3241.

LAY THAT PISTOL DOWN . . . Tighter regulations governing the carrying of firearms on airplanes by law enforcement officers or other authorized persons will be imposed by the agency starting June 20. Also imposed will be new restrictions on the transportation by air of prisoners in the custody of law enforcement officers and the transportation of weapons in checked baggage. Among other things, the new regulations require that persons authorized to carry a weapon must show a need to have the weapon available to them immediately prior to, during, or immediately following the flight, and the concerned air carrier must be notified at least one hour in advance of the flight that the individual is armed.

May 7, 1975

UNCLOGGING AIRPORT GROUNDS . . . Deputy Secretary of Transportation, John W. Barnum, last week suggested various ways of tackling the problem of "landside" congestion at the nation's airports. Cars, taxis and buses have nearly saturated the roadway and parking capacity at 15 of the country's busiest 20 airports, Barnum told a conference in Tampa, Florida. He noted that as



airspace problems have been brought under control, airport landside problems have come to the fore. At several large airports, he said, landside needs are even more pressing than those on the airside. Barnum urged better planning and called the conference's attention to various aid programs of DOT agencies that could help pay for mass transit and innovative use of roadways. "If we are to get on top of the airport landside problem," Barnum said, "we must conceive of better ways to divert or absorb automobile traffic."

PRECISION FLYERS THANK FAA . . . Hard on the heels of last month's U.S. precision flight championship, Acting Administrator James Dow accepted accolades from the National Pilots Association for FAA's safety assistance. FAA safety inspectors were on hand in several locations across the country during the regional and final contests for selection of a newly organized four-man U.S. National Precision Flight Team sponsored by NPA. "We've enjoyed a really fine working relationship with FAA out in the field. They have helped in a thousand little ways," NPA Executive Director William Ottley wrote to Dow. The U.S. team will compete in the world championship in Europe this August.

TOP AVIATION MECHANICS . . . An American Airlines maintenance crew chief and the maintenance chief of the nation's largest municipal helicopter operation have been selected as the national winners of the 12th Annual Aviation Mechanic Safety Awards Program. Winner in the air carrier category is Andrew E. Morgan, maintenance crew chief at American's Maintenance and Engineering Center, Tulsa, Okla. He is credited with developing some 30 major innovations in maintenance procedures, tool designs and work products. John R. Zebora, Chief of Maintenance, Helicopter Division, Los Angeles City Bureau of Transportation, was named winner in the general aviation group. He developed a warning system to alert pilots to the loss of engine oil which was adopted as standard equipment by the Bell Helicopter Co. on all model 206 helicopters.

TOP ATC FACILITIES HONORED . . . The Kansas City Air Route Traffic Control Center, Houston Intercontinental Airport Traffic Control Tower and the Anchorage Flight Service Station have been selected as 1974 winners of Air Traffic Facility of the Year awards. Also cited was the National Communication Center in Kansas City for its outstanding record in all areas. The Kansas City ARTCC was singled out particularly for the leadership role exhibited in the implementation of the NAS Radar Data Processing Program. Houston Tower personnel demonstrated a superior performance in all areas of activity under austere staffing conditions. The the Anchorage FSS, the flight services count soared a whopping 34 percent, which represents an increase of 107,287 services.

May 7, 1975

- 4 -

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period May 5-16, 1975:



May 5-16: AAC-43, AAC-100, and AAC-200 will be evaluating the SCAN multimedia presentation in Room B-13, CAMI.

May 14: AAC-941A will have a supply lecture in Room 206C, ARB, 8:30 a.m.

May 13, 14, and 16: The winners of the International Science Fair competition will be briefed in the Headquarters Auditorium from 1:30 to 3:30 p.m.

MANPOWER MANAGEMENT EVALUATION SCHEDULED . . . The Office of Personnel and Training will conduct a comprehensive evaluation of Manpower management at the Aeronautical Center May 12-23, 1975. The primary objectives of this review are to determine: (1) The quality of service and support provided to managers and employees by the Manpower Division; (2) the extent of adherence to established regulations and the conduct of Manpower activities; and (3) the degree of line management recognition and assumption of their Manpower responsibilities.

Prior to the evaluation, a twenty-five percent representative sample of the Aeronautical Center workforce has been asked to participate in the review by responding to a confidential questionnaire designed to assist the survey team in determining areas of special interest in the review. In addition, some managers, supervisors, and employees will be selected to participate in individual interviews and group discussions. Also, several open meetings have been scheduled to meet the needs of those employees who may wish to discuss some personnel management related problems. These meetings are scheduled to be held in the following rooms:

May 14	Room 153, Headquarters Building
May 15	Room 202A, ASB Training Room, Hangar 9 West
May 16	Depot Shop Conference Room, Warehouse B-17
May 19	Room 206C, Aviation Records Building
May 20	Room 263, Multi-Purpose Building

The meetings are scheduled between the hours of 10:30 a.m. and 11:30 a.m. All conversations will be held in strict confidence.

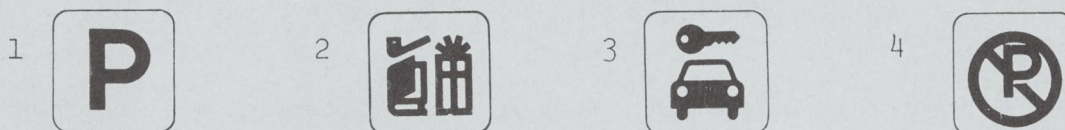
CALCULATOR DISPLAY . . . On May 15, 1975, from 9:00 a.m. until 4:00 p.m., Monroe, The Calculator Co., will have a continuous showing and demonstration of their new line of 1400 printing calculators and 1400 printing calculators with display. Also, calculating equipment for engineering and statistics use will be displayed.

TELEPHONE DIRECTORIES. . . The 1975 Oklahoma City telephone directories will be distributed throughout the Aeronautical Center beginning today (May 7). As the new directories are received, offices should place the old directories in the hall for pickup and disposal.

May 7, 1975

EMPLOYEE HEALTH CLINIC SERVICES . . .CAMI has lost the services of both of their clinic laboratory technicians on very short notice. Referrals, delays, and return visits may be necessary during the next few weeks pending recruitment of replacements.

MORE SIGNS OF THE TIMES . . . Here are a few more signs that will confront international travelers, as well as U.S. travelers who visit the major tourist attractions this year. These markers are gaining popularity in foreign countries where tourism attracts large numbers of travelers who cannot read the language of the country they are visiting. Can you figure these out? Their meanings will be printed next week.



FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets are available from your Employees Association Office:

- Lincoln Plaza Playhouse Dinner Theatre, "Finishing Touches"
- Gaslight Dinner Theater for May 15, 1975, "Man of LaMancha"
- Silver Dollar City in Missouri
- Six Flags Over Texas; Adult \$6.00, Child \$5.00
- Mar-Car Stock Car Racing, Oklahoma Racing Association

Also available are Disneyland/Disneyworld Magic Kingdom Club Cards. Fishing and hunting licenses, out-of-state fishing licenses, and turkey stamp for the Spring season can be bought at the Employees Association Office.

A bus trip to Six Flags Over Texas is planned for June 21, 8:00 a.m. until 10:00 p.m. Price for the trip is \$14.85 for adults and \$13.85 for children. For more information, check with the EA Office.

IWY  1975

INTERNATIONAL WOMEN'S YEAR

May 7, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: May 14, 1975

For promotion consideration submit AC Form 3330-12.

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

Do not submit reassignment requests for positions advertised with promotion potential; follow promotion procedures.

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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>ADMINISTRATIVE SERVICES DIVISION</u>		
75-150	Clerk-Stenographer, GS-312-4	AAC-44	300-2
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-151	Data Conversion Supervisor (OCR), GS-313-5	AAC-203	301-15
75-152	Clerk-Typist (OCR), GS-322-4	AAC-203	300-2
	<u>FAA DEPOT</u>		
75-96	CANCELLED/Production Controller, GS-1152-6 - Position filled with surplus employee.	AAC-440	1152
	<u>AIRCRAFT SERVICES BASE</u>		
75-153	Electronics Engineer, GS-0855-11	AAC-840	800
75-154	Aerospace Engineer, GS-0861-12	AAC-840	800
75-155	Airplane Pilot, GS-2181-13	AAC-820	2181
	<u>FAA ACADEMY</u>		
75-156	Secretary (Stenography), GS-318-4	AAC-942	318

SPECIAL

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

May 12, 1975

DOW SPEAKS OUT ON SAFETY

Acting Administrator James E. Dow mounted a strong defense of the U.S. aviation safety record in remarks last week to a Congressional committee considering the FAA Fiscal Year 1976 budget request. "During the past year or so, the Federal Aviation Administration has come under considerable fire and criticism," Dow told the House Appropriation Subcommittee on Transportation prior to outlining the agency's budget proposals. FAA, he said, welcomes criticism related to the agency's methods of operation. "But there is one area of criticism that rankles," he noted. "A few have said that we have become lax in the area of aviation safety...these and similar statements are totally unjustified."

In his more than 30 years with FAA and predecessor agencies, Dow said, no agency administrator has ever relegated aviation safety to a secondary role. There have indeed been some tragic aircraft accidents during the past several months, and "there may be a few instances in which the agency could have acted more expeditiously, but even this is somewhat speculative," Dow observed. "On balance, the U.S. safety record is outstanding and it is one in which the Congress, industry and the FAA can be justifiably proud."

Dow compared the U.S. air carrier accident rate with the rest of the world (excluding the USSR), to show that the U.S. record was approximately six times better from 1969 to 1973. In general aviation, he said, the 1974 U.S. accident rate declined about eight percent, exceeding FAA's goal of a five percent reduction. An additional five percent reduction is the agency's goal for 1975, he added.

"We cannot sit here and say that if you increase our budget three-fold, we will eliminate the aircraft accident", Dow continued. But, he added that "Reduction of accidents can be achieved by dedicated people who are moti-

vated, educated and trained in the latest techniques, and total elimination can be achieved only by grounding every aircraft in the United States."

"As long as we have people in the cockpit and on the ground, there is the possibility of human error." But FAA is constantly working to improve the aviation safety record, he said. "I want the Congress of the United States, the aviation industry and the flying public to know that regardless of the extraordinary U.S. air safety record, we shall not rest on past laurels." Dow went on to cite numerous agency programs for air safety, including:

- o The recently-established program to encourage unsafe condition reports while waiving punitive action (excluding accidents, misconduct, negligence and criminal conduct).
- o Biennial recertification of all flight instructors.
- o Upgraded pilot training, testing and certification.
- o Upgraded pilot school standards.
- o Last summer's 30-day "Ground Assist" program.
- o The Biennial Airworthiness Review program and the planned Biennial Operations Review program--these two to cover all major FAA regulations on aircraft and airmen.
- o Establishment of Terminal Control Areas--a program which reduced near misses and mid-air collisions from 413 in 1968 to 22 in 1974 at 18 large air terminals.
- o Airport Certification.
- o Improvements to the air traffic control system, especially installation of automated equipment.
- o Airport improvements under ADAP.

"I submit," Dow concluded, "that these examples and the record indicate the FAA has by no means stood still in its responsibility to improve the safety and efficiency of aviation. To the contrary, they indicate a positive and active approach."



AERO CENTER intercom

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

75-19 May 14, 1975

DEPUTY ALASKA CHIEF
FAA's Executive Development Program has produced its first Deputy Regional Director, Richard L. Failor, who takes the post in Alaska. Failor was previously Southwest Region Executive Officer and served earlier as chief of the Appraisal Staff in the same region. He participated in the formal portion of the first Executive Development class from September 1972 to May 1973. Failor earned a bachelor's degree in business administration from the University of Minnesota over a ten-year period beginning in 1957, while working at the Minneapolis ARTCC (starting in '58) and later, the Minneapolis Area Office. From 1967 to 1970 he held several positions at Headquarters as well as spending a year at Stanford University where he earned a master's in economics. In 1970 he became deputy chief of the Chicago center and chief the next year.

TWO-YEAR PACT

NEW FAA-PATCO ACCORD REACHED

FAA and the Professional Air Traffic Controllers Organization (PATCO) completed negotiations last week on a new two-year labor agreement covering more than 15,000 tower and center controllers. The contract affects such matters as working conditions, career enhancement, work scheduling, occupational safety and employee benefits. It is subject to ratification by the union membership. Acting Administrator James Dow and PATCO President John Leyden congratulated the negotiating team. Dow praised the agreement, which was negotiated over a 14-month period, as "The most comprehensive contract affecting Federal employees. It is good for both the agency and employee morale." Dow also lauded the efforts of the negotiating teams, as well as the Federal Mediation and Conciliation Service. "Their diligence and patience," he said, "were exemplary and contributed greatly to the final agreement."

AGENCY SAFETY MISSION ANALYZED

While recognizing FAA's "history of remarkable accomplishment" in the safety and promotion of aviation, the Secretary of Transportation's Task Force on the FAA Safety Mission concluded that "realistic and practical steps" are needed to improve FAA's effectiveness. The Task Force, chartered in January by former Secretary Claude Brinegar, came up with 19 specific recommendations in a report issued last month. Secretary William T. Coleman, Jr., directed FAA to implement the recommendations in 45 days, and Acting Administrator James Dow pledged prompt action. (Continued on page 2)

May 14, 1975

- 2 -

TASK FORCE SAFETY REPORT (Continued from page 1) . . . The report praised improvements in air safety due to better equipment, but observed: "People, on the other hand, have not changed," so that "today human beings may be the weak links in the safety chain." Noting that improvements in the air traffic control system have been "very effective" in preventing mid-air collisions, the report said "The focus should now shift to an all-out effort to prevent collisions with the ground." The Task Force recommendations included: o Better FAA monitoring of safety tasks delegated to industry; o Systematic aircraft and engine "Design Reviews"; o Expedited rulemaking; o Cooperative FAA-industry efforts to improve and standardize airline crew performance; o More realistic FAA airline flight checks and better guidelines for biennial flight reviews; o Prompt FAA action on National Transportation Safety Board recommendations; o FAA creation of a standing group to review air traffic control procedures; o Continuation of FAA within DOT, but no undue supervision by DOT; o Reorganization of certain FAA field and Washington functions and reduced number of regions.

SECURITY CLEARANCE--FOREIGN NATIONAL VISITS . . . Visits by foreign nationals to FAA facilities involved in the joint-use radar environment must be coordinated with the Security Division, ASE-200, Office of Investigations and Security, in advance of the visit. ASE-200 is responsible for obtaining DOD clearance for such visits. This coordination is in addition to other requirements established by AIA-1. If questions arise contact your region/center, or Headquarters security support element.

WEATHER DISPLAY HEADED FOR ARTCC TEST . . . The first 12 units of an automated weather display are expected to be delivered to the Washington ARTCC by May 23 for a 60-day test. The system--called MAPS, for Meteorological and Aeronautical Presentation Subsystem--shows forecasts, winds, temperature, humidity, dew point, etc. in alphanumeric form on a small TV screen installed at a sector control position. Information can be selected by the controller for his sector and adjoining sectors. The system contractor, Price, Williams & Associates, a Washington-based minority firm, was awarded a contract modification last month to develop the system for possible use in flight service stations.

AVIATION REVIEW CONFERENCE . . . FAA's seventh annual Aviation Review Conference--a wide-ranging forum for discussion of aviation issues--will be held May 19-21 in Arlington, Va. The opening day will feature presentations by four FAA Associate Administrators on aviation safety, policy, air traffic and airway facilities, and engineering and development. The second day will be devoted to panel discussions by aviation users. On the third day there will be a panel discussion on "Aviation and the Environment."

May 14, 1975

COLD AND WET--BUT LUCKY . . . Over the chilly Atlantic seven miles from Cape Cod's Hyannis airport, the pilot radioed that his single engine had quit. Hyannis tower controllers immediately requested a Coast Guard rescue helicopter. At the same time, an Air New England Twin Otter flew toward the distressed plane and watched as the pilot ditched his craft in the ocean. All three occupants scrambled into the sea, and one of them grabbed a life raft dropped by the Twin Otter. Moments later the Coast Guard helicopter picked up the people. The plane's occupants would have survived about 20 minutes in the 35-39 degree waters. During April, 262 flight assists were reported--118 by flight service stations, 101 by towers and 43 by centers. There were 513 people on board the aircraft involved.

EMPLOYEES SELECTED FOR LONG TERM TRAINING . . . The following FAA employees have been selected for long-term training opportunities for the 1975-76 academic year: Program for Federal Officials at Mid-Career at Princeton University - Joseph Del Balzo, Systems Research and Development Service; Industrial College of the Armed Forces - James M. Yohe, Director of the Office of Investigations and Security; Air War College - Arthur Varnado, Chief, Louisville Tower; Education for Public Management - Quentin J. Gates, Rocky Mountain Region (MIT); John G. Larsen, Eastern Region (Harvard); Kenneth M. Lauterstein, Flight Standards Service (University of Southern California); Albert Lim, Western Region (Stanford); Air Transportation Systems Specialist Program (University of California at Berkeley) - Stephen M. Alvania and Louis Pelish, Eastern Region; Robert J. Bernard, Western Region; Raymond D. Schunter, Office of Aviation System Plans; A. Martin Wexler, Central Region; Charles William Wolter, Great Lakes Region.

FAA WORLD IN THE MERRY MONTH carries a rundown on the status of "MLS--Wave of the Future" . . . How FAA carries the word on worldwide ATC compatibility and boosts the U.S. aviation industry is told in "FAA Goes to the Marketplace" . . . An R&D research tells how it's possible to get "Boomless Fast Flight" using a natural phenomenon . . . "Orchestrating the Future" is the job of DOT's Intermodal Planning Groups . . . Read about FAA's Flight Instructor Clinics, which is "Where Safety Starts" . . . You'll also find Direct Line, Faces and Places, Small World, Federal Notebook and Heads Up.

CANCELLATION OF SERVICE ORDERS . . . The Logistics Service announces the cancellation of the following obsolete agency orders: 1780.1, Christmas Decorations at 800 Independence Ave., S.W.; MS P 4600.12, FAA Regional Office Occupancy Guide Handbook; IM 4632.1, Inventory Management of Exchange and Repair Items; and Internal Order IM 1770.7A, Duty Officers - LG Service. These cancellations will appear in the cancelled section of the next Directives Checklist. Also cancelled is Order 7110.58, ARTS III Operations and Procedures, dated November 1, 1973. Procedural changes to the ARTS III system are included in 7110.8D or 7210.3B.

May 14, 1975

-4-

EMPLOYEE AWARDS . . . In the Director's staff meeting on May 13, the Depot and the Academy honored employees with awards. Presentations were made by Depot Chief, James Richardson, and Academy Assistant Superintendent, Morris Friloux. From the Depot, William C. (Clark) Gable, AAC-433, received a Special Achievement Award based on an Outstanding Performance Award; Albert D. Rockwell, AAC-435, received a Quality Within-Grade Increase Award; and Frederic S. Miller, AAC-453, received a Quality Within-Grade Increase based on Outstanding Performance Award. From the Academy, Kermit Scott and James Mutrux, both of AAC-940, received Quality Within-Grade Increases based on Outstanding Performance Awards.

PERSONNEL CHANGES . . . Manpower Division has announced the following personnel actions: Russell A. Myers, who had been acting as Chief, Employment Branch, has announced his retirement. Vernan J. Urban, currently in the Great Lakes Region, has been selected as the new Chief, Employment Branch effective June 8. William M. Jackson from the Management Training School has been selected for Chief, Training Branch. Elwyn E. Carpenter MPIS Manager, has announced his retirement and will be replaced by Kenneth Bomgardner.

MISSING SLIDES . . . Will the person or persons who borrowed the INS carousel trays and magnetic voice tape from Room 216, ANF-1, please call Ext. 4112.

CALCULATOR DISPLAY . . . Monroe, The Calculator Company, will have a continuous showing and demonstration of their new line of 1400 printing calculators and 1400 printing calculators with display in Room 206A of the Aviation Records Building, 9:00 to 4:00 on May 15, 1975. Also on display will be calculating equipment for engineering and statistics use.

SIGNS OF THE TIMES . . . Here are the meanings to the signs shown in last week's INTERCOM. How many did you guess right? Number 1 is "parking," 2 is "shops," 3 is "car renta," and 4 is "no parking."

1



2



3



4





A T T E N T I O N



AERONAUTICAL CENTER PARKING AND TRAFFIC ENFORCEMENT . . . Effective Monday, May 19, all vehicles with the exception of student vehicles must have a new Aeronautical Center decal (red, yellow, green, or black) displayed on the bumpers if the vehicle is parked on the Aeronautical Center premises. Students must display the regular student vehicle registration permit in the rear window of their vehicles. Effective also this date, greater attention will be given enforcement of regulations as defined in the Aeronautical Center Parking and Traffic Order, AC 1600.18D, dated 2/24/75. Therefore, each employee should review this Order. The new Parking and Traffic Citation, AC Form 1600-1, will be issued to violators. Repeated violations will result in disciplinary action, impoundment of the vehicle, or denial of vehicle operating privileges within the Aeronautical Center. A copy of all citations issued will be forwarded to the appropriate staff or division chief or tenant head, so that appropriate action may be taken.



The scheduled re-registration of vehicles will end on Friday May 16, 1975. However, the normal vehicle registration process may be accomplished after this date at the Security Control Desk in the Headquarters Building. If you drive a borrowed or rented vehicle to the Aeronautical Center on a very infrequent basis, you are to call the Security Control Desk, Ext. 4566, after you arrive at work and inform the officer of the vehicle make and model, tag number, and location. This type of vehicle registration will only be valid for a period not to exceed two or three days.

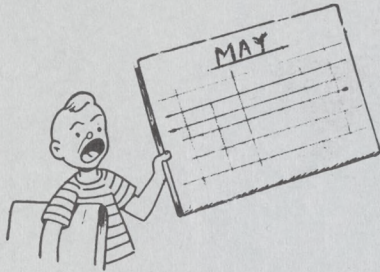


May 14, 1975

-6-

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period May 15-23, 1975:

May 15 - Monroe Calculator display, ARB Room 206A.
May 15 - Two groups, 50 employees each, from AAC-330 to complete GAO questionnaires, Hdq. Auditorium.
May 19 - Manpower Evaluation Team conducting employee interviews, 10:30 - 11:30, ARB Room 206C.
May 19 - MPIS workshop, Holiday Inn West.
May 19-23 - Manpower Training Conference, ARB, Room 206D.
May 21 - Employees Association Board of Director's meeting, Hdq. Bldg. Room 337, 1:30 - 3:30.



FROM YOUR EMPLOYEES ASSOCIATION . . . Your Employees Association is sponsoring a fun trip to Six Flags Over Texas. Just think — no driving, so you won't have to worry about that other driver in the car next to you. The buses will leave the FAA Center at 8:00 a.m. Saturday, June 21, and leave Six Flags at 10:00 p.m. for the return trip to Oklahoma City. You will be served a Texas bar-b-que dinner and entertainment will be provided. This whole package of family fun is yours at group discount prices: Adult - \$14.85, Child - \$13.85 (Child ticket, 3 - 11 yrs old; children under 3 yrs. free). Plan now on joining your friends and having one great big time at Six Flags.

The following tickets are available from your Employees Association Office:

- Lincoln Plaza Playhouse Dinner Theatre
- Silver Dollar City in Missouri: Adult \$5.75, Child \$4.75
- Six Flags Over Texas: Adult \$6.00, Child \$5.00
- Mar-Car Stock Car Racing, Oklahoma Racing Association.

Also available are Disneyland/Disneyworld Magic Kingdom Club cards. For EA members and their families we have Six Flags Fun Seekers Club Cards that are good for discounts at any of the Six Flags Parks. FAA business cards are available: 1,000 for \$9.00, and 250 for \$6.50. We are handling out-of-state fishing licenses for any of you who would like to go fishing while you are here for a few months. We also have Oklahoma resident licenses.

May 14, 1975

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: May 21, 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.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>PLANT ENGINEERING DIVISION</u>			
75-161	Electrician, WG-2805-10	AAC-55	JE-2805
<u>PROCUREMENT DIVISION</u>			
75-162	Procurement Clerk (Stenography), GS-1106-4	AAC-70	1106
<u>FAA DEPOT</u>			
75-163	Shipment Clerk, GS-2134-4	AAC-430	2134
75-164	Materiels Expediter Leader, WL-6705-7	AAC-430	JE-6705
75-165	Production Controller, GS-1152-9	AAC-440	1152
75-166	Electrical-Mechanical Accessory Repairer, WG-2864-10	AAC-440	JE-2864
75-167	Electro-Mechanical Equipment Repairer, WG-2801-11	AAC-440	JE-2801
<u>FAA ACADEMY</u>			
75-168	Secretary (Stenography), GS-318-4	AAC-930	318

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Eldred D. Kelly	ATC Specialist (Center-Inst.)	AAC-930	74-217
Harry Boler	Electronics Technician (Inst.)	AAC-940	74-271
Rex E. Stucker	"	"	"
James D. Wyrick	"	"	"
James G. Duea	Airspace Sys. Insp. Pilot (Inst.)	AAC-954	74-309
Alvin W. Sholl	Aviation Safety Inspector (Operations-Instruction)	AAC-950	74-329
Kenneth A. Erickson	Electronics Technician (Inst.)	AAC-950	74-294
Robert L. Slane	"	"	"
James E. Lytle	Aviation Elec. Spec. (Inst.)	AAC-950	75-18
William Schofield	Airspace Sys. Insp. Pilot (Inst.)	AAC-950	75-30
James B. Brownfield	Aviation Safety Inspector (Airworthiness - Instruction)	AAC-950	75-31

May 14, 1975

-8-

PROMOTION PLAN SELECTION LIST (continued)

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Timothy R. Gardner	Electrician	AAC-55	75-42
Karen McAlister	Clerk-Typist	AAC-933	75-57
Roberta S. Hoover	Procurement Clerk (Typing)	AAC-70	75-60
Bobbie J. Mardis	Editorial Assistant (Typing)	AAC-5	75-68
Marthal O. Gray	Electronics Mechanic	AAC-440	75-78
Thelma Stacy	Evaluation & Procedures Spec.	AAC-911	75-82
Clifford Jones	Production Controller	AAC-53	75-83
Bonnie K. Long	Correspondence Clerk (Typing)	AAC-260	75-85
Donna S. Guest	Secretary (Stenography)	AAC-484	75-87
Lawrence Coy	Warehouseman	AAC-430	75-88
Junior R. Madkin	"	"	"
Bobby G. Johnson	"	"	"
Robert F. Bowes	"	"	"
Marvin Beatty	Electronics Technician	AAC-440	75-89
Richard Taylor	"	"	"
Joe Mercer	Electronics Technician	AAC-440	75-90
Donald Scholle	"	"	"
Jerry E. Turner	Supply Clerk (Typing)	AAC-400	75-93
Jeffie A. Standridge	"	"	"
John E. Glover	Inventory Management Specialist	AAC-485	75-94
Harold E. Webster	Production Controller	AAC-440	75-97
Janet K. Page	Clerk	AAC-8	75-102
Margaret A. Whitten	General Supply Specialist	AAC-44	75-106
Cynthia J. Sabouri	Program Assistant (Typing)	AAC-203	75-107
Bess L. Dull	Purchasing Agent	AAC-70	75-108
Betty J. Jones	"	"	"
Bobby G. Engle	Procurement Analyst	AAC-70	75-109
Doris J. Catlett	Secretary (Stenography)	AAC-310	75-110
Melva J. Evans	"	"	"
Kenneth Bomgardner	Personnel Management Specialist	AAC-10	75-122



AERO CENTER intercom

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

75-20 May 21, 1975

OUTSTANDING WOMEN

Secretary of Transportation William T. Coleman has nominated two FAA women as candidates for the prestigious annual Civil Service Commission Federal Women's Awards given to outstanding women in federal service. Ethel Cohen, Assistant Chief, Personnel Programs Division of the Office of Personnel and Training, and Sue F. Silverman, Chief, Plans and Programs Division of the Office of Information Services, were among five DOT employees nominated for the awards. Ms. Cohen, who was the second female deputy director of an Office/Service, has been responsible for many innovative personnel programs and services that have benefited nearly every FAA employee. Sue Silverman was one of the youngest division chiefs ever appointed by FAA and has spearheaded several far-reaching national projects designed to increase public, pilot user support for high priority operational programs.

TESTS BEGIN IN JUNE

K.C. CENTER TO TEST WEATHER SERVICE

Beginning in June, pilots under the control of the Kansas City ARTCC will be getting the latest information on hazardous weather conditions in the area. This additional service will be offered as part of a year-long test of a proposal to provide the weather information while at the same time saving money for the taxpayers. Weather forecasters stationed at the Center--one from the National Weather Service and six from the Air Force--will receive data on hazardous weather conditions, primarily thunderstorm activity, both from radar and pilot reports and pass it on to airspace users. In addition, they will assume some of the weather forecasting functions for nearby military bases. It is here that the Air Force hopes to save money by being able to close down its weather stations at those bases at night.

GAINS IN AIRCRAFT LANDING FACILITIES

The number of aircraft landing facilities in the United States and its possessions showed a net increase of 362 facilities in 1974, bringing the year-end total to 13,062. Included in the total were 11,160 airports, 1,430 heliports, and 472 seaplane bases. The 1974 increase was achieved despite the abandonment of 424 landing facilities during the year. The abandoned facilities included 330 airports, 84 heliports, and 10 seaplane bases. Texas continues to lead all states with 1,192 landing facilities, followed by Illinois with 829, California with 769, Alaska with 766, Pennsylvania with 579, Ohio with 543, New York with 478 and Michigan with 403.

FAA IDENTIFYING MILITARY OPERATIONS AREAS . . . On July 1, the FAA will begin identifying areas in which civil aviation pilots can anticipate encountering military flight operations such as familiarization training, intercept practice and air combat maneuvers. They will be called Military Operations Areas (MOAs). Non-participating IFR traffic will be cleared through a MOA if the FAA can provide separation service. If not, IFR traffic will be routed around or over them. VFR traffic will be allowed in the MOAs and the agency is planning an extensive information program to keep VFR pilots advised on the location of the areas and the activities taking place in them. To the extent possible, MOAs will be in locations that will have minimum effect on other airspace users and their size will be limited to what is actually necessary to satisfy military requirements.

ACTION URGED ON DISC FAILURE . . . Increased protection of aircraft occupants and vital aircraft systems against injury or damage caused by jet engine rotor disc failure has been urged by the National Transportation Safety Board. The Board recommended that the National Aeronautics and Space Administration expeditiously provide the FAA with data from a test program it now has underway to assist the agency in writing stricter regulations on the subject. The recommendation resulted from a special study of disc failures over a nine year period, ranging from minor incidents to one in which a passenger was killed.

"DISTANCE-TO-GO" MARKERS CONSIDERED . . . The FAA has issued an advance notice of proposed rule making to determine whether "distance-to-go" markers should be required on runways used by turbine-powered aircraft. Such a requirement has been requested by the Air Line Pilots Association, which contends that the markers would greatly assist pilots in determining the safest course of action in an emergency on takeoff or landing. The agency said it is not convinced such markers are essential to safety, but issued the advance notice to obtain sufficient relevant data for an informed decision on whether to proceed further with the rule making process.

CONFERENCE DRAWS 1,666 PROPOSALS . . . A total of 1,666 proposals have been received for consideration by the first biennial Operations Review Conference. Of these, 901 have been selected for discussion at the conference, which will be held next December 1 through 5. The selected proposals--which include 531 from the public sector and 370 from the FAA--will be published for comment by May 30.

NPRM COMMENT PERIOD EXTENDED . . . The comment period on the notice of proposed rule making on new smoke emission standards for transport category airplane cabin materials has been extended 30 days. The new deadline is June 11. The NPRM is part of two-pronged effort to reduce passenger fatalities from smoke inhalation and toxic gas poisoning in survivable aircraft accidents.

May 21, 1975

NO RETIREMENT FOR DC-3s . . . The agency may be phasing out its fleet of 39 DC-3, but the workhorse aircraft are still far from retirement. Two of the aircraft will be retained by the FAA for logistics use and the rest have already been spoken for. One will go to the Marine Corps Museum, which will use it for logistics work. Another will be used in a National Aeronautics and Space Administration research project, and the rest will go to the agriculture department for use in its campaign to eradicate the Screw Worm.

INTERVIEWING WOMEN APPLICANTS . . . The proper way to interview female job applicants should be of considerable interest to agency supervisors and managers in these times of heightened equal rights awareness. Here are some tips, courtesy of the Civil Service Commission: o Women are not "girls" or "gals"--don't address the interviewee as "dear" or "sweetie" or "honey." o Don't inquire about private matters--marital status; husband's job, salary, etc.; children and their day care. o Don't flirt. o Don't suggest that her employment will help EEO statistics. o Don't bring up your prejudices about women related to travel, emotions, ambition. Remember, the appearance of discriminatory behavior, even though unintended, is as harmful as the real thing. There are plenty of "do's." Do discuss the job, the organization, the mission, career possibilities, applicant's qualifications, equipment and facilities and the like. Remember, too, that most of these guidelines apply to female interviewers as well as male.

REUNION PLANNED . . . The Chicago O'Hare Tower is planning a reunion -----on Saturday, September 13, 1975 for all who served at ORD in any capacity. For information contact John Gorman, Chicago O'Hare ATCT, P.O. Box 66036, Chicago, Ill. 60666.

NAS TEN-YEAR PLAN PUBLISHED . . . The 1975 National Aviation System Plan -----1976-85 will be available at the Aviation Review Conference (May 19-21). Copies will be sent to regional offices through the regular distribution channels.

CANCELLED ORDERS AND DIRECTIVES . . . Logistics Service Order 4400.24 Selection of Educational Institutions for Research or Study Projects...Flight Standards Directive 8260.20 Revised Requirements and Concepts for Category 1 ILS (3/26/70) and 8260.22 Standard Instrument Approach Procedure Minima Based on Medium Approach Light System/Runway Alignment Indicator Lights (9/14/70)... Office of Information Services Order 1240.4 International Exposition on Environment. Other cancellations will be reflected in the next issuance of the Washington Directives Checklist.

FAA TECHNICIAN TELLS ALL . . . If you want to become an electronics technician with FAA, pick up the April Popular Electronics. It carries a three-page article by Tom Sear of the Moses Lake (Wash.) A.F. Sector with all the details

May 21, 1975

- 4 -

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period May 22-28, 1975:



May 23 - Civil Rights meeting, ARB, Room 206A, 2:00 - 4:30 p.m.

May 28 - AAC-941C supply lecture, ARB, Room 206C, 8:30 - 10:00 a.m.

SAFETY FAIR . . . Mark May 31, 1975, on your calendars as the day to go to Wiley Post Airport (N.W. 50th and Rockwell) for free breakfast, contests, displays, and an all 'round good time. The Oklahoma City General Aviation District Office is sponsoring the fair to promote air safety and is inviting the entire community to come spend the day and participate in the many events planned from 9:00 until 4:00. More details will be given next week, but go ahead and make your plans to attend.

ASPA TO PRESENT SERVICE AWARD . . . The Oklahoma Chapter of the American Society For Public Administration will present the first of an annual service award to Howard D. McMahan, City Manager of Oklahoma City, at its May 29th meeting. Keynote speaker for the meeting will be Executive Editor of the Daily Oklahoman and Oklahoma City Times, Charles L. Bennett. His subject is "Bureaucracy, Past, Present, or Future." The Awards Dinner for ASPA will be held at Alberta's Tea Room, Discovery Building, 6100 N.W. Grand Blvd. Social hour at 5:45; dinner at 7:00 p.m. Tickets still are available. Contact Leon Daugherty, Ext. 4317, for information or tickets.

TOURS . . . Tours of the Aeronautical Center were given for approximately 200 participants in the International Science and Engineering Fair. These high school students, each a winner in previous competition with projects in the fields of science and engineering, were primarily interested in the Academy and CAMI areas. A tour and briefing was also arranged for the news media personnel who were in Oklahoma City attending the science fair.

HOLIDAY COMING UP . . . Monday, May 26, 1975, will be a holiday for most federal employees for Memorial Day.



May 21, 1975

ENERGY: USE AND ABUSE OF . . . Although we are hearing less about an "energy crisis," there are practical, economic reasons for developing energy-saving habits. Driving at reduced speeds is more practical in that you get more mileage for the money spent on gas, as well as more service from a car that already costs so much to maintain (we won't even mention the obvious safety factor and money saved from accident-free driving). Using less gas or electricity at home means lower utility bills. All the energy-saving hints you have read about can help the national effort, but your own pocket-book will notice the benefits first.



FROM YOUR EMPLOYEES ASSOCIATION . . . Your Employees Association is sponsoring a fun trip to Six Flags Over Texas. Just think-- no driving, so you won't have to worry about that other driver in the car next to you. The buses will leave the FAA Center at 8:00 a.m. Saturday, June 21, and leave Six Flags at 10:00 p.m. (same day) for the return trip to Oklahoma City. You will be served a Texas bar-b-que, and entertainment will be provided. This whole package of family fun is yours at group discount prices: Adult - \$14.85, Child - \$13.85. (Child ticket 3-11 years old; children under 3 years free.) Plan now on joining your friends and having one great big time at Six Flags.

The following tickets are available from your Employee Association Office:

- Lincoln Plaza Playhouse Dinner Theatre
- Silver Dollar City in Missouri: Adult \$5.75, Child \$4.75
- Six Flags Over Texas: Adult \$6.00, Child \$5.00
- Mar-Car Stock Car Racing

The following are also available from the EA Office:

- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards (good at any Six Flags)
- FAA business cards: 1000 for \$9.00, 250 for \$6.50
- Non-resident fishing licenses
- Oklahoma resident fishing licenses

May 21, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: May 28, 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>AERONAUTICAL CENTER COUNSEL</u>		
75-170	Secretary (Stenography), GS-318-5	AAC-7	318
	<u>MANPOWER DIVISION</u>		
75-39	CANCELLED/SUPERVISORY EMPLOYEE DEVELOPMENT SPECIALIST, GS-235-14	AAC-17	
	Position filled by reduction-in-force action.		
75-171	Staffing Clerk (Typing), GS-203-5	AAC-14	203
	<u>PLANT ENGINEERING DIVISION</u>		
75-92	CANCELLED/ENGINEERING TECHNICIAN, GS-802-7	AAC-54	
	Position not to be filled at this grade level.		
75-172	Maintenance Mechanic, WG-4749-10	AAC-55	JE-4749
	<u>DATA SERVICES DIVISION</u>		
75-173	Computer Programmer, GS-334-9	AAC-320	334
	<u>FAA DEPOT</u>		
75-163	CORRECTION/SHIPMENT CLERK (TYPING), GS-2134-4	AAC-433	2134
	Interested candidates who previously bid on this position need not resubmit.		
75-174	Electronics Technician, GS-856-9	AAC-440	856
	Requires one year of specialized experience in communications equipment.		
75-175	Inventory Mgmt. Specialist, GS-2010-11	AAC-480	2000
75-176	Electro-Mechanical Equipment Repairer Leader, WL-2801-11	AAC-440	JE-2801

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Darrell E. Brown	Electronics Technician (Inst.)	AAC-940	74-271
Charles Hastings	Electronics Technician	AAC-830	75-36
Lawrence Deck	"	"	"
David Eidson	Supv. Qual. Assurance & Trng. Spec.	AAC-820	75-48



AERO CENTER intercom

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

75-21 May 28, 1975

TOP FLIGHT INSTRUCTOR

Colene F. Giglio of Long Beach, Calif. has been chosen as Flight Instructor of the Year for 1974. Operator of an FAA-approved pilot school, Ms. Giglio holds an Airline Transport Pilot certificate and has over 12,000 hours flight time. Of the 34 students she instructed in the past two years, 31 passed their tests on the first try, a key factor in her selection. Until 1959, she pursued a career in veterinary medicine, but regular auto trips past an airport led to a passion for flying.

CHECK THIS OUT

Would you like to be sure your check is in the bank on time with no effort on your part? If so, get in on the Composite Check Program which can send your salary check directly to the financial institution of your choice. This is not a new program, but if you have not considered it before, why not sign up now? Just fill out an SF 1189, have your bank sign it and return it to your payroll office.

TWO CONTRACTORS SHARE JOB

N.Y. TRACON DESIGN UNDERWAY

A new home for the nation's busiest terminal radar facility--New York--will be designed by two contractors sharing a \$653,745 FAA contract, the largest such award ever made. The design will be delivered by December of this year, with construction--estimated at \$6.5 million--to begin in July 1976 and end in April 1978. After installation of all electronics, FAA expects to occupy the building in April 1979. The new building, to be located on a 15-acre site in Garden City, Long Island, will house an expanded Terminal Radar Approach Control now operating at Kennedy International Airport. The TRACON (popularly known as the "Common IFR Room") handles arrivals and departures for Kennedy, LaGuardia and Newark airports, as well as 16 satellite airports in the New York area. The design contractors are the minority architect/engineer firm of Kennard, Delahousie and Gault (KD&G), Los Angeles, and the Ralph M. Parsons Company, Pasadena. KD&G will design the building while Parsons will design the mechanical and electrical equipment that services the building.

PRESIDENT TO RECOGNIZE MONEY-SAVERS

In an effort to stimulate cost-cutting to combat inflation and recession, President Ford will send personal letters of congratulation to Federal civilian and military people whose ideas and suggestions save \$5,000 or more per year. "Each of you can make a contribution," Ford said, "by submitting constructive ideas and working cooperatively to eliminate waste, improve equipment, streamline operations or make more productive use of time, facilities and energy resources." The program will continue to the end of this year. Present cash awards, of course, remain available to suggestors.

SPEAK UP FOR FAA--THE RIGHT WAY . . . Many employees want to "speak up" for FAA these days and clear up misunderstandings that exist in some quarters about the quality of the agency's stewardship of the National Aviation System. Some employees do a very effective job by writing articles for publication in newspapers and magazines on their own initiative, and the agency encourages this. Public Affairs Officers in the regions and centers can help employees in such efforts. Agency Order 1200.8A states that the Public Affairs Officer "will review for factual accuracy and policy manuscripts on FAA matters authored by employees and intended for publication in national magazines, newspaper supplements, and books." In addition, it's the PAO's job to assure that thorough coordination is completed for all material prepared for public dissemination. Contact your PAO if you have a good story to tell; he'll help you tell it right.

AIRWORTHINESS RULE CHANGES IN THE WORKS . . . Following through on its commitment to systematically revise the Federal Aviation Regulations, FAA will soon publish many proposed rule changes stemming from the agency's first Airworthiness Review Conference last December in Washington. Resulting from proposals discussed by the aviation industry at the conference, the proposed rules cover such matters as powerplant, equipment deviation list, equipment and systems, airframe and flight characteristics.

EIGHT HONORED FOR AVIATION SECURITY COURSE . . . For developing the Aviation Security Training Course, eight DOT employees recently received the Secretary's Award for Superior Achievement. The recipients are: Joseph K. Blank and Walter Korsgaard from FAA Headquarters; Robert F. Lower, Great Lakes Region; Gordon H. Richardson, Southern Region; Randall H. McAdams, Central Region; and Roy J. Cummings, Richard F. Millan and Walter R. O'Connor, all from the Transportation Safety Institute in Oklahoma City where the course is given. The award certificate cites the course as "one of the major factors which contributed significantly to stopping successful hijackings in the United States."

AVIATION FACING INCREASED SCRUTINY . . . In an address to the seventh Annual Aviation Review Conference last week, a top FAA official emphasized the "openness" of the National Aviation System. Frederick A. Meister, Acting Associate Administrator for Policy Development and Review, said the aviation community must learn to live with increasing scrutiny of its actions by the public. "We should not want, nor expect, those outside aviation simply to accept our word because we say so. We must expect that others will question forcefully, skeptically and with considerable skill our long-held, but often unproved, assumption that what is good for aviation is good for everyone." Meister also discussed other policy forces, including environmental considerations, new Federalism, user charges and constrained growth of aviation.

May 28, 1975

ORDERS CANCELLED . . . Airports Service announces cancellation of the following orders:

- o Order 1230.7, Preparation of CAB Exhibits dated 10/25/68.
- o Order 5060.2, BPR-FAA Airport Access Planning dated 12/1/66.
- o Order 5100.16, Amendment to FAAP Grant Agreements Subsequent to July 1, 1970 dated 10/6/70.
- o Order 5100.23, Program Guidance for Airport Development Aid Program (ADAP) Funded Electronic Navigational Aids dated 5/15/72.
- o 5260.1, Encouraging the Inclusion of Airport Planning in Comprehensive Planning Programs dated 6/17/65.
- o 5260.2, Coordinating Airport Planning with Housing and Home Finance Agency's 701 Urban Planning Assistance Program dated 6/17/65.
- o 5260.4, Coordinating the Housing and Home Finance Agency's Title I Urban Renewal Program with Airport Development dated 9/13/65.
- o Order 5325.4, Runway Length Requirements for Airport Design--Boeing 737-200 Series and Douglas DC-9 Series with Pratt and Whitney JT8D-9 Engines dated 8/20/70.
- o Order 5330.1, Climatological Data Publications and ESSA State Climatologists dated 10/14/69.

These cancellations will be reflected in the next issuance of the Washington Directives Checklist.

WE LOVE YOU TOO . . . In response to a recent survey to determine if U.S. radio stations would be interested in receiving FAA-provided broadcast materials, one general manager at a radio station in Roaring Springs, Pa., said "yes"--but he didn't stop there. He went on to write: "FAA personnel at the Altoona and Johnstown Flight Service Stations are the nicest bunch of Federal people we have had the pleasure not only to work with, but also to be associated with. FAA we love you! Let's tell the listeners what you really do to earn your keep. You can be proud and they can be glad to know."

SOME OF OUR M's ARE MISSING . . . All of the FAA facilities located in cities whose name begins with the letter "M" and fall alphabetically after Mansfield, Ohio were inadvertently omitted from the March 21, 1975, issue of the National Field Office Directory (Order 1000.23F). A change has been processed to add these facilities and will be distributed to all holders of the Directory in about three or four weeks. Our apologies to all FAAers from Marion, Indiana to Myton, Utah. We know you are still out there even if the Directory doesn't show it.

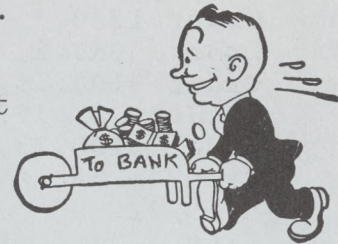
WATCH THOSE ROUTING SYMBOLS . . . Some mail and messages intended for Airway Facilities Sectors are being misrouted to the recently created General Aviation Division, Flight Standards Service, AFS-800. Mailers should be careful to follow the agency standard when marking mail for sectors which requires use of the standard contraction for the field office, plus its location (AFS, Albany, for example) as specified in Order 1100.87B.

May 28, 1975

- 4 -

COMPOSITE CHECK PROGRAM . . . The Composite Check Program has many advantages for employees, for your payroll organization, and for the Department of Treasury. Among these are:

1. Financial institutions guarantee credit to the employee's account on payday.
2. Employee need not go to the bank to cash or deposit his check.
3. Procedure eliminates the possibility of lost or stolen check.



Call Payroll, X2331, for more information, or just fill out SF 1189, have your bank sign it, and send it to AAC-24.

COMING EVENT . . . The following meeting has been scheduled:

June 4 - AAC-941A supply lecture, ARB, Room 206D, 8:30 = 10:00.

TELEVISION EQUIPMENT DISPLAY . . . On June 5, 1975, Cohu, Inc., Electronics Division, will have their television display van parked west of the Headquarters Building from 9:00 a.m. until noon. They will be exhibiting and demonstrating their television camera systems and equipment including equipment for broadcast, ETV, ITV, CATV, and CCTV. All interested personnel are invited to attend.

HI! HO! COME TO THE FAIR! . . . Saturday, May 31, 1975, from 9:00 a.m. until 4:00 p.m., the FAA Safety Fair will be held at Wiley Post Airport. Many activities, displays, and contests with free prizes are scheduled throughout the day, so make your plans to go spend the day.

MISSING INS SLIDES . . . Will the person or persons who borrowed the INS carousel trays and magnetic voice tape from AAC-951, Room 216, ANF-1, please call Jim Williams, Ext. 4112.

MORE SIGNS . . . As you travel to major tourist attractions this summer, you might be confronted with these signs. Wouldn't it be helpful to know what they meant? Try your luck. We'll supply their meanings next week.

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SUMMER YOUTH PROGRAM . . . The Aeronautical Center summer employment program for youth is underway this week with half of the "Summer Hires" reporting for duty. "Summer Hires" are college age youth hired from the CSC register after competing through CSC tests. The remainder of this group will report June 2, 1975.

The Aeronautical Center will also have a "Summer Aid" program which is an expansion of the student aid program for disadvantaged youth. These will report on June 3, 1975.

The purpose of these programs is to involve the young people in meaningful and productive employment in actual work environment, and at the same time provide additional workers in areas where they are needed.

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards in the Director's staff meeting on May 27:



- Lorrenza Snyder, AAC-111 - Special Achievement Award
- William L. Mackey, AAC-440 - Quality Step Increase Award based on an Outstanding Performance Rating
- M. Jane Fanning, AAC-950 - Quality Step Increase Award
- Tiner A. Lapsley, AAC-950 - Quality Step Increase Award
- I. Lorraine Brimm, AAC-950 - Special Achievement Award
- Karl S. Fisher, AAC-930 --Special Achievement Award

FROM YOUR EMPLOYEES ASSOCIATION . . . Your Employees Association is sponsoring a fun trip to Six Flags Over Texas. The buses will leave the FAA Center at 8:00 a.m. Saturday, June 21, and leave Six Flags at 10:00 p.m. (same day) for the return trip to Oklahoma City. You will be served a Texas bar-b-que, and entertainment will be provided. This whole package of family fun is yours at group discount prices: Adult - \$14.85, Child - \$13.85. (Child ticket 3-11 years old, -child under 3 years admitted free.) Plan now on joining your friends and having one great big time at Six Flags. The last day for making-reservations is June 10, 1975.

The following tickets are available from the Employee Association Office:

- Lincoln Plaza Playhouse Dinner Theatre
- Silver Dollar City in Missouri: Adult \$5.75, Child \$4.75
- Six Flags Over Texas: Adult \$6.00, Child \$5.00
- Mar-Car Stock Car Racing - Friday Nights
- Oklahoma Auto Racing - Tuesday Nights

The following are also available from the EA Office:

- Disneyland/Disneyworld & Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards (good at any Six Flags)
- Non-resident fishing licenses
- Oklahoma resident fishing licenses

May 28, 1975

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: June 4, 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>
75-181	<u>PLANT ENGINEERING DIVISION</u> Engineering Draftsman, GS-818-6	AAC-54	818
75-182	<u>PROCUREMENT DIVISION</u> Procurement Agent, GS-1102-12	AAC-70	1102
	This announcement will be used to fill any position in the GS-1102-12 series for 90 days.		
75-183	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u> Clerk, GS-301-4	AAC-250	300-B
75-184	<u>DATA SERVICES DIVISION</u> Computer Operator, GS-332-9	AAC-340	332
75-185	<u>FAA DEPOT</u> Supply Clerk, GS-2005-4	AAC-430	2005
75-186	Supply Technician, GS-2005-6	AAC-430	2005
75-187	Warehouseman, WG-6907-6	AAC-430	JE-6907
75-188	Materials Expediter, WG-6705-7	AAC-430	JE-6705
75-189	<u>MANAGEMENT TRAINING SCHOOL</u> Program Management Specialist, GS-301-13	AAC-500	301-7
	Requires three years specialized experience involving the direction, coordination, development, evaluation and other substantive determination with regard to training programs.		
75-141	<u>AIRCRAFT SERVICES BASE</u> CANCELLED/QUALITY ASSURANCE SPECIALIST (ELECTRONICS), GS-1910-11	AAC-820	
	Position filled by reassignment.		
TSI-75-1	<u>TRANSPORTATION SAFETY INSTITUTE</u> CANCELLED/TRANSPORTATION SAFETY MANAGER (PIPELINE), GS-301-13/14	TES-15	



AERO CENTER intercom

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

75-22 June 4, 1975

END TO VFR FLIGHT PLANS ASKED . . . Time and electronics have caught up with the traditional VFR flight plan, which FAA proposes to eliminate for most such flights. With the use of two-way radio and the recent introduction of emergency locator transmitters on most general aviation aircraft, FAA said the need for a flight plan is greatly reduced. In the early days of aviation, the flight plan filed by the pilot was the only means of determining where to begin searching for an overdue or downed aircraft. The ending of FAA flight plan service, which involves time-consuming telephone, teletype and clerical work, would save some 368,000 manhours annually, time that flight service station specialists can better spend providing pilots with enroute weather and aeronautical advisory service. The agency wants to retain VFR flight plans where specifically required by the Federal Aviation Regulations — for certain air taxi flights and flights to Mexico and Canada — or where recommended for flights over lakes, swamps and mountains. At present, only an estimated 10-15 percent of all non-local flights file VFR flight plans. The agency is accepting comments on the proposal until July 28.

NAFEC TO STAY . . . NAFEC will be retained at its present site, Secretary Coleman announced last week. Coleman based his decision on staff recommendations, which followed extensive studies of NAFEC's role in FAA research and development efforts. Officials in the Atlantic City area assured the Secretary of their continued cooperation with the facility which has 1,646 employees and a \$40 million annual budget.

ANGELS . . . This year's top Angels are Esther Wright and Joyce Akers, winners of last month's 25th annual Angel Derby, an international all-women's air race. Run from Hamilton, Ontario over a 1,428 mile course to Titusville, Fl., the race drew 105 female pilots flying 55 aircraft. Pilot Wright and co-pilot Akers flew a Cessna 182-K and won \$3,000 for best score.

CHANGES IN TRAVEL ALLOWANCES

Public Law 94#22, effective 5-19#75, has provided some changes in travel allowances.

Maximum per diem has been increased to \$33.00 for travel and temporary duty within the continental United States. A standard amount of \$14.00 has been established for the meal and miscellaneous expense portion of the \$33.00 per diem rate.

Certain high rate geographical areas have been established for which reimbursement will be on an actual subsistence allowance basis. The designated high rate areas and the maximum reimbursement for temporary duty within the corporate limits of each are:

Boston, MA, including Cambridge	\$38.00
Chicago, IL	39.00
Los Angeles, CA (city, not county)	37.00
New York, NY	
Brooklyn and Queens	39.00
Manhattan, Bronx, Staten Island	50.00
San Francisco, CA, including Oakland	39.00
Washington, D.C., including Arlington County and Alexandria, VA	42.00

These rates do not apply when travel is in connection with stopovers incident to overseas or relocation travel.

The maximum actual subsistence expense allowance for travel within the continental United States is \$50.00 a day.

Mileage rates for use of private conveyances are (1) 8¢ for motorcycle, (2) 15¢ for automobile, and (3) 22¢ for aircraft. These changes affect paragraph 820 to DOT 1500.6 as follows:

Item 5	11¢
Item 7	15¢
Item 9	15¢
Item 10	15¢
Item 12	15¢
Item 13	22¢

PCS mileage rates of 8, 10, and 12 cents are unchanged. A new rate of 15¢ will be applicable to travel of four or more persons in one automobile.

The current per diem rates for training at the Academy and Management Training School remain unchanged.

June 4, 1975

TEST FSS AND WASHINGTON CENTER: NEIGHBORS . . . A prototype automated flight service station that will perform the functions of several stations will be built at the same location as the Washington Air Route Traffic Control Center, Acting Administrator Dow announced last week. The prototype station will supplement other FSS automation efforts now underway by the agency.

DOW GIVES EEO SHOT IN THE ARM . . . Calling upon middle-level managers not to confuse "activity with action," Acting Administrator James Dow last week announced a 90-day program to revitalize efforts for promotion of women and minorities at Headquarters. Dow cited statistics showing the small percentage of GS-9 and above positions held by these groups in FAA and called for "positive steps" to identify well-qualified women and minority candidates for vacant jobs at these levels. "I'm asking that selecting officials give women and minorities a fair shake," he said. "I'm not asking you to lower the standards or forget the Merit Promotion Plan." He requested reports within one month from Washington offices and services on steps taken to improve the promotion picture for women and minorities based on guidelines to be written by the Office of Personnel and Training.

FAA WORLD IN JUNE . . . This month's magazine features: Detroit's effective airborne unit of "Chopper Coppers"... The Transportation Safety Institute is "Where Security Begins"... Orientation for school guidance counselors uses "Today's EEO for Tomorrow's Careers"... An independent study experience shows students "Aviation's Got a Lot To Offer"... An FAAer's wife shows "A Bear Hug That Can Save Lives"... You'll also find a recipe feature, a Word Search, Federal Notebook, Direct Line, Faces and Places, Heads Up and Small World.

4,000...3,000...2,000 . . . Markers that tell a pilot how much runway is left before takeoff and after landing are under consideration by the agency. FAA issued an advance notice of proposed rulemaking in response to a petition by the Air Line Pilots Association which said the markers would greatly assist pilots in determining the safest action in an emergency. The "distance-to-go" markers would be placed every 1,000 feet along runways used by turbine powered airplanes. The advance notice asks questions such as: How would crews use the markers? Would markers distract crews or increase workload? How should markers be designed?

June 4, 1975

- 4 -

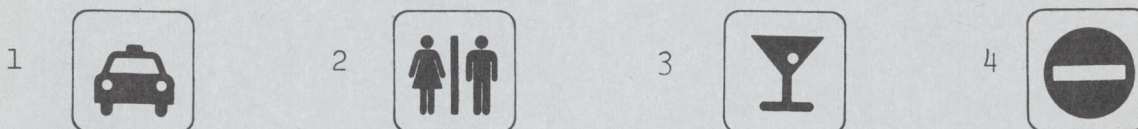
COMING EVENTS . . . The following conferences and meetings have been scheduled for the period June 5 thru June 11, 1975:

June 5 — Transportation & Storage Engineering Branch
safety meetings, Hdq. Auditorium, 9:30 and 10:30

June 10-13 — AFS-540 reviewing Convair maintenance system,
ARB, Room 206C.

FAA FLYING CLUB MEETING . . . The June membership meeting will be held at the Wiley Post Airport restaurant on Saturday morning, June 7, at 9:00 (breakfast will be at 8:00). All members are encouraged to attend as this is an election-of-officers meeting and a quorum is needed.

SIGNS . . . Here are the meanings to the signs printed in last week's INTERCOM. You'll have to agree these are pretty important to know. Number 1 is "Taxi," 2 is "Toilets," 3 is "Bar," and 4 is "No Entry."



TELEVISION EQUIPMENT DISPLAY . . . On June 5, 1975, Cohu, Inc., Electronics Division, will have their television display van parked west of the Headquarters Building from 9:00 a.m. until noon. They will be exhibiting and demonstrating their television camera systems and equipment including equipment for broadcast, ETV, ITV, CATV, and CCTV. All interested personnel are invited to attend.

EMPLOYEE AWARDS . . . We congratulate the following employees who were presented Quality Step Increase Awards in the Director's staff meeting on June 3: Walter Melton, AAC-53, and Phil Manwell, AAC-305.

MISSING INS SLIDES . . . The INS carousel trays and magnetic voice tape, borrowed from AAC-951, Room 216, ANF-1, are still missing. Will the person or persons who borrowed these please call Jim Williams, Ext. 4112.

June 4, 1975

FROM YOUR EMPLOYEES ASSOCIATION . . . Tickets for the All American Horse World Exposition may be purchased through the EA Office for the nights of June 7, 12 and 14. FAA night is Thursday, June 12. Prices: \$2.00 general, \$3.00 reserved, and \$5.00 box seats. The Exposition will be held at the Fairgrounds June 5 through June 14.

June 10, 1975, is the last day for making reservations for the bus trip to Six Flags over Texas. The trip is on Saturday, June 21. The buses will leave the FAA Center at 8:00 a.m. and return that evening, departing Six Flags at 10:00 p.m. You will be served a Texas bar-b-que and entertainment will be provided. This whole package of family fun is yours at group discount prices: Adult - \$14.85, Child - \$13.85 (Child ticket 3-11 years old, child under 3 years admitted free.) Plan now on joining your friends and having one great big time at Six Flags... and call before June 10!

The following tickets are available from the Employee Association Office:

- Lincoln Plaza Playhouse Dinner Theatre
- Silver Dollar City in Missouri: Adult \$5.75, Child \$4.75
- Six Flags Over Texas: Adult \$6.00, Child \$5.00
- Mar-Car Stock Car Racing - Friday nights
- Oklahoma Auto Racing - Tuesday Nights

The following are also available from the EA Office:

- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards (good at any Six Flags)
- Non-resident fishing licenses
- Oklahoma resident fishing licenses
- FAA Business Cards - 1000 for \$9.00, 250 for \$6.50



June 4, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: June 11, 1975

For promotion consideration submit AC Form 3330-12.

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

Do not submit reassignment requests for positions advertised with promotion potential; follow promotion procedures.

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>			
75-195	Medical Technician, GS-645-5	AAC-160	645
Requires at least one year of experience performing technical medical laboratory work.			
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
75-196	Correspondence Clerk (Typing), GS-309-4	AAC-250	300-B
Requires specialized experience in aircraft registration.			
75-197	Clerk, GS-301-5	AAC-260	300-B
Requires specialized experience in airman certification.			
75-157	Aviation Safety Inspector (Accident Prevention Specialist), GS-1825-13	AAC-230	1825
This position is subject to classification review six months after being filled.			
<u>FAA DEPOT</u>			
75-185	CORRECTION/SUPPLY CLERK, GS-2005-4	AAC-400	2005
This announcement will be used to fill vacancies throughout the Depot for 90 days.			
75-198	Secretary (Stenography), GS-318-6	AAC-400	318
75-199	Sheet Metal Mechanic, WG-3806-10	AAC-440	JE-3806
75-158	Supervisory General Engineer, GS-801-14	AAC-440	800
<u>AIRCRAFT SERVICES BASE</u>			
75-200	Statistical Clerk (Typing), GS-1531-3	AAC-820	1531
This position has promotion potential to GS-4 without further competition.			

June 4, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>AIRCRAFT SERVICES BASE</u>			
75-201	Electronics Technician, GS-856-5	AAC-830	856
This position has promotion potential to GS-9 without further competition.			
75-202	Supervisory Production Controller, GS-1152-13	AAC-850	1152
Selectee will be given a temporary promotion; however, promotion may be made permanent at a later date.			

<u>FAA ACADEMY</u>			
<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
75-203	Education Specialist, GS-1710-12	AAC-914	1710
75-159	*General Aviation Operations Specialist (Instruction), GS-1825-12/13	AAC-952	1825
Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition. A minimum of one year of FAA experience within the last six years as a supervisor, inspector, engineer or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or field) is required for selection to this position.			
75-160	*Air Traffic Control Specialist (Center - Instruction), GS-2152-13	AAC-931	2152

A minimum of one year of FAA experience is required within the last six years as an Air Traffic Control Specialist at an Air Traffic Field Facility, regional Air Traffic Division, Washington Office of Air Traffic Service or in an Air Traffic position with the FAA Systems Research and Development Service.

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

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
John R. Lamb	Electronics Technician (Inst.)	AAC-940	74-271
Ralph Rodriguez	Aviation Safety Inspector (Airworthiness - Instruction)	AAC-950	75-31
Phillip K. Felder	Painter Leader	AAC-830	75-64
John Lippe	Purchasing Agent	AAC-70	75-72
Christine Parrish	"	"	"
Dustin T. Ward	Education Specialist	AAC-933	75-80
Lu Ella Lingenfelter	"	"	"
James R. Tomes	Production Controller	AAC-53	75-83
Clifford Jones	"	"	"
Shirley Scott	Supply Clerk (Typing)	AAC-400	75-93
Judith K. Endicott	Production Controller	AAC-440	75-96
John A. Boules	Technical Publications Editor	AAC-1000	75-100
Shirley Cox	Trainee Position	AAC-14	75-103
Shirley Crosby	"	AAC-15	"



AERO CENTER intercom

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

75-23

June 11, 1975

TWO DEPUTIES NAMED

Two service deputy directors were appointed last week: Joseph A. Ferrarese of the Flight Standards Service, and Bascom N. Lockett, Jr., of the Airports Service.

Ferrarese, who was previously chief of the FS Air Carrier Division, began his agency career in 1950 in Lima, Peru, as a flight operations inspector. He later held posts in Miami and San Francisco before moving into staff positions in Washington.

Lockett was chief of the Operations Division in Airports Service and had served before that in the Office of SST Development. He joined the agency in 1953 and later held a series of posts in the flight inspection program.

BAD WEATHER TRAPS PILOTS

FSS MAKES 8 ASSISTS IN ONE DAY

Eight flight assists are a lot for any flight service station. But eight assists in one day? Eight in 5 1/2 hours? It happened at the Martinsburg, W.Va., FSS on May 17, and one flight service specialist, Gilbert Shade, made six flight assists in three hours, including two at the same time. Specialist Chester Evans had it a little "easier"—he handled the other two in about one hour. FSS chief Garland Holloman who was out playing softball because it was Saturday said, "I'm at ease when I'm away--these guys have a lot of experience." Shade and Evans have a combined 42 years service with the agency. Shade was assisted by specialist William Sembello, who earlier in the day handled what might qualify as the station's (Continued on page 3)

FAA AT PARIS AIR SHOW

The FAA exhibit, "Fifty Years of Airport Progress," highlighted nine days of excitement at the Paris Air Show which concluded June 8. As part of the U.S. pavilion, the FAA exhibit through displays and slide shows emphasized proper and prudent airport planning, particularly regarding land use, air traffic forecasts and ease of passenger movement. Featured in the exhibit were the stories of several U.S. airports, each with its own background of farsightedness or unforeseen problems. Also on display were models of pre-fab control towers, airport lighting systems and the microwave landing system as part of an effort to promote sales of U.S. equipment. FAA experts from Washington and the Europe, Africa and Middle East Region were on hand to discuss American methods and equipment with interested foreign officials. Some 100 U.S. companies also displayed their wares, ranging from aircraft to air traffic control equipment.

VIETNAMESE ASSISTANCE FUND . . . Among the Vietnamese refugees in the U.S. are at least 25 families whose members were associated with FAA's Civil Aviation Assistance Group during the 15-year life of the program in Vietnam. A fund for voluntary contributions to help these families (and any additional such families who become known) is being established on an unofficial basis at Washington Headquarters. Contributions do not obligate donors to sponsorship of the families, although several FAA employees who were personally acquainted with some of these Vietnamese have applied to become sponsors. Contributions may be sent to: Stanley Ratomsky, 1515 Jefferson Davis Highway, Arlington, Va. 22202, or Sydney Robinson, 7062 Leewood Forest Drive, Springfield, Va. 22151; payable to Vietnamese CAAG Assistance Fund.

A COLORFUL PROPOSAL . . . To prevent aircraft from being fueled with ~~the~~ the wrong type of fuel, the agency has proposed a rule requiring the exterior surface around all fuel tank filler openings on an aircraft to be color-coded to identify the appropriate type of fuel. Also, under the proposal, no person may operate a plane unless it has been fueled through a color-coded nozzle, or unless other efforts are made to make sure the correct fuel is used. For aircraft engines using aviation gasoline, the color code would be a solid red circle 12 inches in diameter bordered with a 2-inch white band. For engines using a jet fuel, the color code would be a 12-inch solid black square bordered with a 2-inch white band.

WHO'S IN CHARGE HERE? . . . The agency has issued a proposed rule which would require that a company pilot—not the FAA pilot—inspector—act as the pilot-in-command during flight tests for aircraft certification. An exception may be made if FAA and the company have a written agreement prior to the flight. The agency's purpose in proposing the rule is to make the status of the FAA pilot "unmistakably clear to all concerned."

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal - PC-4/75, 2 years—Technical Officer, COM, P-4, Gross: \$24,220 per annum; Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by June 27, 1975. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

ORDERS CANCELED . . . The Office of Accounting and Audit announces the ~~cancellation~~ cancellation of FAA Orders 2700.13, Financial Reporting Procedures for National Airspace System Program Office (NASPO), dated 5/5/69 and Order 2700.16, National Reimbursable Agreement NAT 371, dated 7/9/71. These orders are canceled without replacement and will appear in the canceled section of the next edition of the directives checklist. The Air Traffic Service announces cancellation of Orders 7110.59A and 7110.57. The test that was established by 7110.59A, Forecast Issuances/Flight Advisories, has expired and 7110.57, Transcribed Weather Broadcast (TWEB), is now included in the 7110.10C, Flight Services.

June 11, 1975

THIS IS CONFIDENTIAL . . . It's time again to get ready to submit the annual Supplemental Statement, which is required from each key employee who submits a Confidential Statement of Employment and Financial Interests. The Supplemental Statement, due by July 31, is an update of the initial Confidential Statement, which is designed to help employees avoid real or apparent conflicts of interest.

THE ETHICAL CONDUCT PROGRAM IS NO SECRET, HOWEVER . . . The Ethical Conduct Program is of particular significance to FAA employees because so much of our work affects private industry, the aviation community, and the general public. Every employee should be familiar with ethical conduct regulations and be aware that violations can produce disciplinary action. In general, the Ethical Conduct Program requires that employees avoid any action which would result in or create the appearance of a conflict of interest; or of using public office for private gain. Here are some tips to help employees avoid ethical conduct problems:

- o Closely review FAA Order 3750.3A. This Order conveys DOT Regulations, Part 99, Employee Responsibilities and Conduct. A copy of the Order has been given to every employee. If you have misplaced your copy, the Order is available for review at your facility or office.
- o Recognize that certain off-the-job activities are prohibited. FAAers' obligations do not end with the "five o'clock whistle." Keep in mind that some outside activities are prohibited. For more information, check Handbook 3750.4, Conduct and Discipline.
- o Seek counseling before engaging in questionable activities. Counseling on what might constitute an ethical conduct violation is readily available. You can get answers from your immediate supervisor and/or your servicing Manpower Division. To be on the safe side, seek advice before engaging in any questionable activity.

FAA Order 3750.3A contains more information on Confidential Statements and also explains the requirement that supervisors remind their subordinates at least annually of the standards of conduct they are expected to observe.

BUSY DAY AT MARTINSBURG (Continued from page 1) . . . ninth assist-- providing the Dulles Airport tower with a cross-fix on a pilot in trouble. Specialist Garrett Elswick assisted Evans. The FSS began to get the business at 12:30 p.m. when the first pilot called in. By 6:55 it was over, with seven pilots landing safely at Martinsburg airport and one deciding to continue his flight. An unforecasted rapid lowering of an overcast caused the trouble, trapping VFR-rated pilots on top of or inside the clouds. Using direction-finding equipment, the specialists told the pilots what direction to fly, while the Air Force-staffed Martinsburg tower gave final landing instructions. With typical FAA professionalism, Holloman summed it up: "Just another busy day."

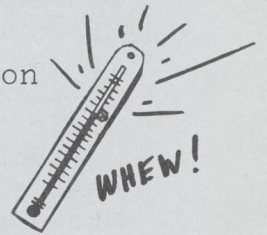
COMING EVENTS . . . The following conferences and meetings are scheduled for this week and next:

- June 10-13 AFS-540 reviewing Convair maintenance system, ARB, Room 206C.
- June 12 Orientation program for Summer Hires and Summer Aids, Hdq. Auditorium, 8:30 - 10:00 a.m.
- June 18 Employees Association Board of Directors' Meeting, Hdq. Bldg., Room 337, 1:30 - 3:00 p.m.

SUPPORT THE BLOOD BANK . . . The Blood Bank Mobil Unit will be at the Aeronautical Center on Wednesday, June 25, from 9:30 a.m. until 12:15 p.m. Persons wishing to donate should call Mary Chastain, Ext. 4159, for an appointment.

EMPLOYEE AWARDS . . . Awards were presented in the Director's staff meeting on June 10 to personnel from the Academy and Data Services Division. We congratulate Gary L. Stevens, AAC-940, who received a Special Achievement Award based on an Outstanding Performance Rating; and Henry Manek, AAC-343, who received a Quality Step Increase Award.

TEMPERATURES RISING . . . In keeping with energy conservation policies, and with the advent of summer weather with attendant changeover in building facilities from heating to air-conditioning, AAC-50 must advise occupants as follows: The allowable temperatures inside all federal (FAA-owned and leased) buildings will be 78° - 80° at the upper limits. If temperatures rise above these limits, please call Ext. 2687 and an operator will be dispatched to your location as quickly as possible to reset temperature controls. We know there will be areas and days when the humidity will be high and the temperatures extremely hot so these temperature settings will be uncomfortable to many people. We regret that uncomfortable conditions may occur.



BICENTENNIAL-DESIGN SAVINGS BONDS . . . To commemorate the Bicentennial, Series E Savings Bonds will sport a new physical appearance. The most obvious changes are design and color, making the Bond a patriotic red, white and blue. The "Minute Man" replaces the eagle as the central figure in the tint design. Also, the Presidential portraits are replaced by the following commemorative vignettes:



- | | |
|--------------------------|---------------------------------------|
| \$25 - Independence Hall | \$200 - Crossing the Delaware |
| \$50 - Liberty Bell | \$500 - Washington |
| \$75 - Spirit of '76 | \$1,000 - Declaration of Independence |
| \$100 - Valley Forge | |

Rates, terms and conditions of the Bicentennial-design E Bond are identical to those of the Presidential design; only the physical appearance has been changed.

**BUY
U.S. SAVINGS BONDS**



FROM YOUR EMPLOYEES ASSOCIATION . . . We are carrying tickets for these important events in Oklahoma City:

- The All American Horse World Exposition. We have tickets for Thursday, June 12 (FAA Night), and Saturday, June 14. Prices: \$2.00 General, \$3.00 Reserved, and \$5.00 Box Seats.
- Ringling Bros. and Barnum Bailey Circus. We have tickets for Wednesday, June 18, and Thursday, June 19. \$6.00 reserved seats for \$3.50. Close out time on ticket sell is noon on Friday, June 13.

The following tickets are also available from the EA Office:

- Lincoln Plaza Playhouse Dinner Theatre - "The Nearlyweds" with Ann B. Davis, June 3 through July 6. We can get you reservations for Sunday through Thursday of each week.
- Silver Dollar City in Missouri: Adult \$7.50, Child \$4.75
- Six Flags Over Texas: Adult \$6.00, Child \$5.00
- Mar-Car Stock Car Racing - Friday nights
- Oklahoma Auto Racing - Tuesday nights

Additional available items:

- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards (good at any Six Flags)
- FAA Business Cards - 1000 for \$9.00, 250 for \$6.50

June 11, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: June 18, 1975

For promotion consideration submit AC Form 3330-12.

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

Do not submit reassignment requests for positions advertised with promotion potential; follow promotion procedures.

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>		
75-204	Staffing Clerk (Typing), GS-203-4	AAC-14	203
	<u>ACCOUNTING DIVISION</u>		
75-205	Accounting Clerk, GS-501-5	AAC-21	500
75-206	Payroll Technician, GS-544-6	AAC-24	500
75-207	Secretary (Stenography), GS-318-5	AAC-24	318
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-208	Illustrator, GS-1020-5	AAC-43	1020
	<u>PLANT ENGINEERING DIVISION</u>		
75-209	Production Controller, GS-1152-9	AAC-53	1152
75-210	Utility Systems Operator, WG-5406-7	AAC-55	JE-5406
75-211	Electrical Worker, WG-2805-8	AAC-55	JE-2805
75-212	Maintenance Mechanic Foreman, WS-4749-8	AAC-55	JE-4749
	<u>FAA DEPOT</u>		
75-213	Storage Specialist, GS-2030-9	AAC-430	2000
75-214	Electrical Equipment Repairer, WG-2854-10	AAC-440	JE-2854
	<u>FAA ACADEMY</u>		
75-215	Clerk-Typist, GS-322-4	AAC-933	300-2

June 11, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY</u>		
75-169	Supervisory Electronics Engineer (Instruction), GS-855-13	AAC-940	800

Employee selected for this position must sign an agreement to rotate out of the 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: June 25, 1975

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=75-33	General Supply Specialist, GS-2181-7/9	ATL FIFO	2000

This position has promotion potential to GS-9 without further competition if filled at the GS-7 level.

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Virgil Davidson	Electronics Technician (Inst.)	AAC-940	74-271
Morris Raile	"	"	"
Richard D. Butler	"	"	"
George A. Michel	"	"	"
Albert R. Outen	"	"	"
Tommie Johnson	Supply Clerk	AAC-44	75-104
Elias Escobedo	Gen. Communications Equip. Oper.	AAC-44	75-105
Roma R. James	Supervisory Computer Operator	AAC-340	75-111
Velma Harris	Secretary (Stenography)	AAC-800	75-114
Catherine S. Emde	Purchasing Agent	AAC-70	75-126
Luther Marsden	Budget Analyst	AAC-30	75-133
Betty J. Mann	Procurement Clerk (Typing)	AAC-70	75-115
Sue Williams	Supply Systems Analyst	AAC-410	75-129
Norma J. Graham	Clerk-Typist	AAC-23	75-131
Royce O. Chesher	Utility Systems Operator	AAC-55	75-135

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

75-24

June 18, 1975

FIRST ASR-8 GOES TO ACADEMY

ADVANCED AIRPORT RADAR ARRIVES

The most advanced airport surveillance radar ever built was delivered to the FAA Academy in Oklahoma City last week. Thirty-six more ASR-8 systems will be installed at high and medium density airports by September 1976. The system at the Academy will be used for technician training, and one system will be sent to NAFEC for research and development. Texas Instruments, Inc., is supplying the radars under a \$17.166 million contract. Advanced features of the radar include: dual beam for expanded low level coverage to improve detection of small aircraft; a klystron transmitter tube that doubles power output over present systems; integrated circuitry; and modular construction. The new radars will displace earlier ASR-4, 5 and 6 systems which will then be available for use at airports newly qualified for radar service.

CONTROLLERS TO GIVE LOW ALTITUDE ALERTS

FAA controllers have been directed to issue an immediate low altitude alert to pilots when, in the controller's judgment, the radar altitude display shows aircraft to be too close to the ground or obstructions. FAA also instructed ATC facility chiefs to brief controllers on the importance of providing this service as a first priority duty along with separation of aircraft from one another. ATC manuals will be revised to emphasize and clarify the requirement. The FAA action is responsive to a recommendation for issuance of such safety advisories on a mandatory basis made by the National Transportation Safety Board in connection with two recent crashes in the Washington, D. C. area.

MAKING EEO A REALITY

Underlining the statement, "Equal employment doesn't just happen; it comes about because managers make it happen," Acting Administrator Dow has passed on to all FAA employees a memorandum on equal employment opportunity from President Ford. The President stresses that more than non-discrimination and prohibition of discriminatory practices is required. What is needed, he says, "are strong affirmative actions to assure that all persons have an opportunity to compete on a fair and equal basis for employment and advancement in the Federal Government." In a companion statement, DOT Secretary Coleman emphasizes that he expects the Department "to become a model in the provision of equal rights and opportunity for all persons, without regard to race, color, sex, age, religion or national origin."

Published by Public
Affairs Office, AAC-5;
Distribution C-7; AAC-5 (6)

FIXING UP LONG RANGE RADARS . . . FAA has attacked the problems of excessive noise, leakage and corrosion in 51 long-range radar systems by contracting for an engineering study to come up with a "fix." For years, the ARSR-1 and 2 (air route surveillance radar) liquid coolant systems, due to their alkalinity, have tended to eat away certain metal parts, while the pumping system was unduly noisy. Unified Industries, Inc., a minority firm based in Alexandria, Va., received a \$25,000 contract for a 13-week study which is expected to result in a design for modification kits than can be built by the Aeronautical Center.

UPDATING AIRWORTHINESS STANDARDS . . . The agency has issued a notice of proposed rule making to update and improve the airworthiness standards for aircraft performance flight characteristics and to make related changes in the operating rules. The notice is one of a series of notices issued, or to be issued, as part of the First Biennial Airworthiness Review Program established in February 1974 to assure timely and orderly revision of regulations with public and industry cooperation. Some areas specifically covered by the proposals are: takeoff decision speed, minimum control speeds, takeoff warning system, flight manuals, small airplane performance and spin requirements, helicopter rotor speed warning, and helicopter never-exceed-speed with power off.

KEEPING IT COLORFUL . . . Stricter standards should be developed for the intensity and reflectiveness of colors used to mark obstructions, such as towers, that pose a potential hazard to aircraft, according to a report issued by the agency. FAA already requires all ground obstructions that pose a potential hazard to be marked in alternating bands of white and orange--the combination, which, when fresh, is the most conspicuous. However, the current standards and color charts used by inspectors apply only to freshly painted surfaces and do not take into sufficient account the deteriorating effects of time, atmosphere, pollutants and other factors.

1974 AIR TRAFFIC ACTIVITY . . . The number of operations at FAA airport control towers, air route traffic control centers and flight service stations were only slightly changed from the previous year according to the recently published report on air traffic activity, Calendar Year 1974. There was a two percent gain at towers, a four percent increase at flight service stations and a one percent drop at ARTCCs. The total number of operations (takeoffs and landings) at the 402 control towers was 57,687,516, compared to 56,553,953 operations at 386 towers in 1973. Chicago's O'Hare remained the nation's busiest airport with 665,331 operations. Total number of aircraft handled by the 27 ARTCCs in 1974 was 23,145,079, as compared with 23,348,832 in 1973. Again, Chicago was the busiest facility with 1.6 million aircraft handled. Next in line were: Cleveland, New York, Atlanta and Washington. The top ten ranking flight service stations in terms of flight services provided were Los Angeles, Miami, Chicago, Boston, Oakland International, Detroit City, Houston, Washington National, Atlanta and San Juan. Total flight services provided by more than 350 FSSs in 1974 were 59,345,766, a gain of almost four percent from the 57,219,450 recorded in 1973.

June 18, 1975

ICAO EMPHASIZES FEMALE EMPLOYMENT . . . The International Civil Aviation Organization has appealed to its member nations for extra efforts to assure that women are informed of job opportunities in ICAO. The appeal supports the goals of ICAO's parent organization--the UN--which adopted several resolutions aimed at improving the status of women in national life, especially in employment, training, education, health and equal opportunity. One of these resolutions designated 1975 as International Women's Year. Although many ICAO job openings are highly technical, the organization cites such areas as legal, public information, language services, personnel, economics, budget and cartography as fields for which "applications from suitably trained women should be forthcoming in great numbers."

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal - 2 years, PC-5/75 Language Officer, Interpreter/Translator Language Qualification: French mother tongue or the language used for the purpose of education. Ability to interpret into French from English essential, and from Spanish, Russian, or Arabic desirable. Ability to write French translations, with a thorough knowledge of syntax and stylistics is essential. A profound knowledge of English essential. PC-6/75, Contracts Officer. Salary for PC-5 and 6/75 is: P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-7/75, Chief, Spanish Section, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Language Qualification: Spanish mother tongue or the language used for the purpose of education. A complete command of that language, both oral and written, including an intimate knowledge of syntax and stylistics. A profound knowledge of English essential. A working knowledge of French, Russian, or Arabic would be a valuable additional qualification. Applications due in AIA-29 by 7/22/75. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

CHECKING THE PULSE . . . How does the FAA Administrator keep himself informed on the daily workings of the aviation system? NASCOM is the answer--the National Airspace System Communications Staff, a group of specialists at Washington Headquarters who review reports from 21 enroute centers and important events regarding equipment, aircraft operations, delays, accidents and the status of large airports. The NASCOM staff condenses this information and briefs the Administrator and his staff every morning; each Wednesday all top Headquarters officials are briefed on the status of the system--both strengths and weaknesses. Information gained through field reports is carefully considered and often influences decisions on the allocation of funds. The NASCOM pipeline can frequently be the shortest and most effective route for focusing on essential technical matters.

June 18, 1975

- 4 -

COMING EVENTS . . . The following conferences and meetings have been scheduled for this week and next:



- June 20 Three-screen briefing for Chairman of the Government Operations Committee of Congress, one committee member, two staff men, and four FAA/DOT personnel, Hdq. Bldg., Room 337, 9:00 - 11:00 a.m.
- June 25 AAC-941A supply lecture, ARB, Room 206D, 8:30 - 10:00 a.m.

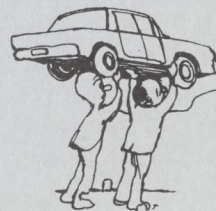
BLOOD BANK . . . The Blood Bank Mobile Unit will be at the Aeronautical Center on Wednesday, June 25, from 9:30 a.m. until 12:15 p.m. Persons wishing to donate should call Mary Chastain, Ext. 4159, for an appointment.

STATUS OF COST-OF-LIVING ADJUSTMENT OF ANNUITIES . . . We are in a three-month count down period which began with a 3.1 per cent rise in the Consumer Price Index (CPI) in March 1975. If the CPI continues to stay up by at least 3 per cent in April and May, annuities will be increased effective August 1, 1975. Employees who retire before August 1 will have their annuities computed two ways by the Civil Service Commission, as follows:

- (1) Determine the annuity rate based on service and high three average pay as of December 31, 1974, plus the 7.3 per cent cost-of-living increase that was effective January 1, 1975, plus the cost-of-living increase effective August 1, 1975.
- (2) Determine the annuity rate payable as of the actual date of separation, plus the cost-of-living increase effective August 1, 1975.

The employee would receive the higher of these two rates, effective August 1, 1975.

The cost-of-living increase is not definite at this time; however, if you are considering retirement in the near future, you should maintain an awareness of the possibility of the increase and how it would affect your annuity. Additional information will be passed along as it is received.



June 18, 1975

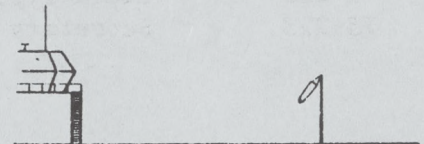
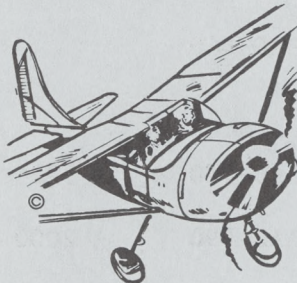
FROM YOUR EMPLOYEES ASSOCIATION . . . Your Employees Association and Book Store will be closed June 30 at 1:00 p.m. until July 7 for inventory.

The following tickets are available from the EA Office:

- =-Lincoln Plaza Playhouse Dinner Theatre
- =-Silver Dollar City in Missouri: Adult \$5.75, Child \$4.75
- =-Six Flags Over Texas: Adult \$6.00, Child \$5.00
- =-Mar-Car Stock Car Racing - Friday Nights
- =-Oklahoma Auto Racing - Tuesday Nights

The following are also available from the EA Office:

- =-Disneyland/Disneyworld Magic Kingdom Club Cards
- =-Six Flags Fun Seekers Club Cards
- =-Non-resident fishing licenses
- =-Oklahoma resident fishing licenses
- =-FAA Business Cards - 1000 for \$9.00, 250 for \$6.50



June 18, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: June 25, 1975

For promotion consideration submit AC Form 3330-12.

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

Do not submit reassignment requests for positions advertised with promotion potential; follow promotion procedures.

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>ACCOUNTING DIVISION</u>		
75-216	Accounting Clerk, GS-501-4	AAC-21	500
This position has promotion potential to GS-5 without further competition.			
75-217	Operating Accountant, GS-510-9	AAC-23	510
	<u>PLANT ENGINEERING DIVISION</u>		
75-218	Utility Systems Operator Foreman, WS-5406-8	AAC-55	JE-5406
	<u>PROCUREMENT DIVISION</u>		
75-219	Clerk-Stenographer, GS-312-4	AAC-70	312
This announcement will be used to fill vacancies throughout Procurement for 90 days.			
	<u>FAA DEPOT</u>		
75-130	CANCELLED/SUPERVISORY ELECTRONICS TECHNICIAN, GS-856-12	AAC-440	
Position filled with employee with reemployment rights.			
75-220	Clerk-Typist, GS-322-4	AAC-480	322
This is an OCR lead typist position.			
75-221	Supply Cataloger, GS-2050-9	AAC-490	2000
	<u>FAA ACADEMY</u>		
75-222	Clerk-Typist, GS-322-4	AAC-940	300-2
75-223	Secretary (Stenography), GS-318-4	AAC-950	318

June 18, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
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FAA ACADEMY

75-38	*Electronics Technician (Instruction) GS-856-11/12 or Electronics Engineer (Instruction) GS-855-11/12 (Update)	AAC-940	856 or 800
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Applicants selected at the GS-11 level will be eligible for promotion to GS-12 without further completion. Applicants who previously made applications as a result of this announcement need not reapply. A minimum of one year of FAA experience is required within the last six years as a technician or engineer at an Airway Facilities Sector, a regional Airway Facilities Division, the Washington Office of Airway Facilities Service or in FAA research, development or systems engineering.

75-51	*Air Traffic Control Specialist (Terminal- Instruction) GS-2152-13 (Update)	AAC-931	2152
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Applicants who previously made application as a result of this announcement need not reapply. A minimum of one year of FAA experience is required within the last six years as an Air Traffic Specialist at an air traffic field facility, regional Air Traffic Division, the Washington office of Air Traffic Service or in an air traffic position with the FAA systems research and development service.

75-179	*Manufacturing Specialist (Instruction) GS-1825-11,12 or 13	AAC-955	1825
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Applicants selected at the GS-11 or GS-12 level will be eligible for promotion to GS-13 without further competition. A minimum of one year of FAA experience is required within the last six years as a supervisor, inspector, engineer or specialist at a Flight Standards office (Washington, region, NFO or field) for selection to this position.

75-180	*Airspace System Inspection Pilot (Instruction) GS-2181-12/13	AAC-954	2181
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Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further completion. A minimum of one year of FAA experience is required within the last six years as a supervisor, inspector, engineer or specialist at a Flight Standards office (Washington, region/NAFEC, NFO or field) for selection to this position.

* Employees selected for these positions must sign an agreement to rotate out of the 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.

TRANSPORTATION SAFETY INSTITUTE

Area of consideration extended to include employees of the Aeronautical Center, Coast Guard and FINFO.

TSI-75-2	Secretary (Stenography) GS-318-5	TES-15	318
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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: June 25, 1975

FINFO-75-33	CORRECTION/GENERAL SUPPLY SPECIALIST, GS-2001-7/9	ATL FIFO	2000
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AERO CENTER intercom

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

75-25 June 25, 1975

NEW SRDS DEPUTY

Robert W. Wedan, who has been director of technical programs at the Transportation Systems Center in Cambridge, Mass., since 1969, has been appointed Deputy Director of Systems Research and Development Service. Before joining NASA as a branch chief in 1966, he was a principal staff engineer at Honeywell, Inc. in St. Petersburg, Fla. A graduate of the Massachusetts Institute of Technology, Wedan is an instrument-rated pilot.

WEBB TO RETIRE

Director of the Pacific-Asia Region Jack G. Webb is scheduled to retire on June 27 after 32 years of service with the agency. Joseph B. Nestor, Deputy Director, will be serving as acting director of the region until a successor is named. Winner of the Department's second highest award, Meritorious Achievement, Webb joined the agency in 1942 as a Civilian Pilot Training Program flight supervisor in the agency's Western Region.

TO BE COMPUTERIZED

STAFFING STANDARD SET FOR AF

A three-year project to create a staffing standard for the agency's Airway Facilities work force is near completion. Staffing standards provide a tool for predicting staffing needs based on anticipated workload. They are based on an examination of the amount of man-hours required to do specified work. The new AF standard, when approved, will replace the existing one which is based on 10-year-old data. Each year, beginning this fall, a computer will print out the number of employees needed to perform maintenance at each Airway Facility Sector and sub-sector in the agency. These results will be obtained by applying the staffing standard to the different types of facilities in the sectors. Headquarters will then ask the sectors to comment on the number of employees the standard shows are needed. The results are analyzed by agency management and become (Continued on page 2)

CHANGES IN AIR--AND GROUND

The agency has compiled and published proposals that will be considered during FAA's First Biennial Operations Review. The first conference will be held next December in Washington. Like the Airworthiness Review Program, the Operations Review is aimed at eliminating the traditional piecemeal way of amending regulations. The compilation, which will be distributed to all persons who submitted proposals, includes proposed amendments to rules on aircraft maintenance, airmen certification, general operations, certification and operations of air carriers, air travel clubs and schools.

AF STAFFING STANDARD (Continued from page 1) . . . the basis of FAA's requests for resources in the budget process. The staffing standard and implementing instructions are expected to be published in an agency order next January. Undertaken jointly by the Airway Facilities Service and the Office of Management Systems with noteworthy assistance from the field, the project drew some 500,000 reports from technicians on their specific duties and also included on-site observation of job activity by regional and Headquarters personnel.

FIRE AT CINCINNATI AIRPORT: TOWER OK . . . The control tower at Greater Cincinnati Airport maintained normal service during the disastrous fire that struck a terminal building June 15, even though the blaze damaged telephone lines to other FAA facilities and forced aircraft to double up at airline gates. By the next afternoon, communications were back to normal and a few days later airliners returned to their usual gates. Tower chief George W. Hessler said the tower is providing office space and a radar scope for an airport weather observer from the National Weather Service, which suffered complete loss of its facilities at the airport. Fortunately, the tower is about a mile from the building that burned. Because telephone repair crews were working in two feet of water near electrical switching equipment, controllers made certain the crews were out of the area before turning on the runway lights Sunday night. A building serving four airlines that opened in February after a \$4 million renovation suffered \$2 million in damage.

O'HARE RUNWAYS TO GET NEW SURFACE . . . Two runways at Chicago's O'Hare International Airport will be closed down for approximately 90 days, beginning June 19, for resurfacing, FAA announced last week. The agency said that every effort will be made to keep to a minimum the delays that might result as the resurfacing is being done. The work is essential to keeping O'Hare--the nation's busiest airport--in satisfactory operating condition. Although delays cannot be eliminated completely, crews will work nights and weekends to reduce the time the runways will be out of operation.

CANCELLATION OF ORDERS . . . The Logistics Service announces the cancellation of agency order 1200.20, Hotel Reservations for Official Visitors to the FAA Headquarters, dated 12 May 72. The Office of Information Services announces the cancellation of obsolete Order IS 1910.1A, Office of I & S Defense Readiness Plan. These cancellations will appear in the cancelled section of the next Directives Checklist.



June 25, 1975

SELECTIONS IN WASHINGTON . . . Important selections at Headquarters were announced last week, including several in connection with Acting Administrator Dow's 90-day emphasis program for women and minority selections. Catherine Rodiman, a budget analyst in the Office of Budget, was promoted to Program Liaison Specialist, GS-15, in the Deputy Administrator's Office. Elizabeth Moore, an auditor in the Office of Accounting and Audit, was promoted to Chief, Contract Audit Branch. Ethel Cohen, formerly Assistant Chief, Personnel Programs Division, was reassigned as Special Assistant to the Director of Personnel and Training. Cohen is also one of the five DOT women nominated by Secretary Coleman to receive this year's Federal Women's Award. Carol Arnold, formerly Chief of the Labor Relations Branch, was selected as Assistant Personnel Officer in the Office of Personnel and Training. Harlan Hosler, Program Coordinator in the Deputy Administrator's Office, assumes the position of Assistant Executive Secretary in the Administrator's Office. Mercedes Cooper, Budget Analyst in the Air Traffic Service, was promoted to Budget Officer, GS-13, Budget and Fiscal Staff, European Region.

KEEPING THE COST DOWN . . . The recommendations of a study on the construction of general aviation utility (non-airline) airports that are aimed at reducing the costs of those built with Federal financial aid have been released by the agency. The study, undertaken in April 1974 "to determine how we could improve our design and construction standards and programming procedures to minimize the costs of general aviation utility airports," compared ten airports that were built with funds from the FAA's Airport Development Aid Program (ADAP) with 12 airports constructed with state monies. It found that generally those built with Federal financial assistance took longer to build and cost more. Among the study's recommendations are that FAA: o approve less expensive runway lighting systems for use at smaller airports, o allow contractors to follow local State Highway Department specifications for paving runways, o streamline its ADAP applications procedures, o provide more technical assistance to airport sponsors.

ICAO SEEKING APPLICANTS . . . The following assignments are now available within the International Civil Aviation Organization (ICAO), Technical Assistance Program (TAP). Pakistan - TA-75/83 Project Manager/Training Adviser, Level 5, Step 1, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Duration: 4 years and 5 months; successful expert will be offered an initial appointment of one year. TA-75/84 Senior COM/NAVAIDS Engineering Instructor, Level 4, Step 1, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Duration: 2 1/2 years; successful expert will be offered an initial appointment of one year. Applications due in AIA-29 by August 21, 1975. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

June 25, 1975

- 4 -

MORE ON THE ETHICAL CONDUCT PROGRAM . . . The June 11 INTERCOM contained information about the FAA's Ethical Conduct Program and called attention to the fact that supervisors are to remind their subordinates at least annually of the rules of conduct FAA employees are expected to observe. Supervisors in the different organizations use different dates to circulate to employees these rules which are contained in Orders 3750.3A, "DOT Regulations on Employee Responsibilities and Conduct," and 3750.4, "Conduct and Discipline."



So that there will be a regular date for a review of the standards of conduct, the month of July is being established at the Aeronautical Center for this important review. Therefore, copies of Orders 3750.3A and 3750.4 should be circulated this July to each employee for his review.

So that supervisors will have a record available, a good idea is to circulate to subordinates a certification sheet. The certification sheet should read similar to this: "I certify that I have reviewed Orders 3750.3A and 3750.4." Employees should sign and date the sheet. Certification sheets should be retained in organizational files for record purposes.

COMING EVENT . . . The following meeting has been scheduled:

June 26 - Recognition & Awards Coordinators Conference, Hdq. Bldg., Room 337, 1:30 - 2:20 p.m.

SAFE BOATING WEEK . . . The President proclaimed the week beginning June 29, 1975, as National Safe Boating Week, and emphasized "the responsibility of practicing safe boating by developing essential skills." He urged "all who utilize our waters, in the American tradition of fair play, to provide for the safety of other boaters, as well as themselves, by becoming equipped with basic boating safety knowledge."



June 25, 1975

EMPLOYEE AWARDS . . . Congratulations to the following people who were presented awards during the Director's staff meeting on June 24:

Charles F. Klotz, AAC-432, and Benna Sudderth, AAC-484, received Quality Step Increase Awards. A group Special Achievement Award was given to several Academy instructors for developing a resident course on training on the ARTCC power conditioning system, commonly known as the PCS. These instructors, all of AAC-940, are Maynard D. Hatcher, Kent A. Esgar, Robert A. Galpin, Waldo W. Warren, William H. Brodie, and Harold A. Knab.

FROM YOUR EMPLOYEES ASSOCIATION . . . Your Employees Association and Book Store will be closed on Monday, June 30, at 1:00 until Monday, July 7, at 8:30. Come visit us before we close and after we reopen following inventory.

The following tickets are available from the EA Office:

- World of Fun, Kansas City, Mo.; Adults \$6.25, Child \$5.25
- Silver Dollar City in Missouri; Adult \$5.75, Child \$4.75
- Six Flags Over Texas; Adult \$6.00, Child \$5.00
- Lincoln Plaza Playhouse Dinner Theatre
- Mar=Car Stock Car RAcIng - Friday nights
- Oklahoma Auto Racing - Tuesday Nights

The following are also available from the EA Office:

- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards
- Oklahoma Non-resident fishing licenses
- Oklahoma resident fishing licenses
- FAA Business Cards - 1000 for \$9.00, 250 for \$6.50
- Discount Cards for Aquarena Springs at San Marcos, Texas



THE DOWNINGS
IN MUSICAL CONCERT
Present
SPIRITUAL IMPACT

Saturday, July 5, 1975, - 8:00 p.m. - Civic Center
Tickets in advance \$3.00; Tickets at door \$3-50

Get your tickets at your EA Office before 1:00 p.m.
on June 30.

Gaslight Theater will let us make reservations for you to see "Twigs" on Wednesday, June 25, and Thursday, June 26; Price: \$7.75 ea. If this works, maybe they will let us start handling tickets like we do for Lincoln Plaza.

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>FAA ACADEMY</u>			
75-191	* Aviation Safety Inspector (Operations- Instruction) GS-1825-12/13	AAC-953	1825
A minimum of one year of FAA experience within the last six years as a supervisor, inspector, engineer or specialist at a Flight Standards office (Washington, region/NAFEC, NFO or field) is required for selection to this position. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.			
75-192	* Aviation Safety Inspector (Operations- Instruction) GS-1825-12/13	AAC-951	1825
A minimum of one year of FAA experience within the last six years as a super- visor, inspector, engineer or specialist at a Flight Standards office (Washington, region/NAFEC, NFO or field) is required for this position. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.			
75-193	* Attorney-Advisor (Aeronautics- Instruction) GS-905-14	AAC-953	905
Two years of experience in the FAA enforcement program is required.			
75-194	* Aviation Safety Inspector (Airworthiness- Instruction) GS-1825-12/13	AAC-955	1825
A minimum of one year FAA experience within the last six years as a supervisor, inspector, engineer or specialist at a Flight Standards office (Washington, region, NFO or field) is required for this position. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.			
75-229	Training Instructor, GS-1712-11	AAC-931	1712=A

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

PROMOTION PLAN SELECTION LIST

<u>SELECTION</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO</u>
Mary Robinson	Aviation Procedures Clerk (Stenography)	AFS-500	FINFO-75-31
Joe O. Smith, Jr.	Airspace System Inspection Pilot (Procedures)	AFS-500	FINFO-75-28
Everett Hunt	Electronics Technician (Airborne)	AFS-500	FINFO-75-9
Russell B. Presson	Flight Inspection Schedule Coordinator	AFS-500	FINFO-75-5
Malvern Peyton	Budget Analyst	AAC-30	75-144
Ruby Riggan	Secretary (Stenography)	AAC-960	75-178

June 25, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: July 2, 1975

For promotion consideration submit AC Form 3330-12.

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

Do not submit reassignment requests for positions advertised with promotion potential; follow promotion procedures.

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>PROCUREMENT DIVISION</u>			
75-224	Supv. Procurement Agent, GS-1102-11	AAC-70	1102
75-225	Procurement Agen GS-1102-11	AAC-70	1102
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
75-226	Conveyance Examiner, GS-963-5	AAC-250	963
This position has promotion potential to the GS-7 level.			
<u>FAA DEPOT</u>			
75-227	Supply Clerk (Typing), GS-2005-4	AAC-400	2005
This announcement will be used to fill all like positions in the Depot for 90 days.			
<u>AIRCRAFT SERVICES BASE</u>			
75-228	Aircraft Upholsterer Helper, WG-3106-5	AAC-830	JE-3106
This position has promotion potential to WG-9.			
<u>FAA ACADEMY</u>			
75-50	* Air Traffic Control Specialist (Station- Instruction) GS-2152-11 (Update)	AAC-931	2152

Applicants who previously made application as a result of this announcement need not reapply. A minimum of one year of FAA experience is required within the last six years as an Air Traffic Specialist at an air traffic field facility, regional air traffic division, the Washington office of Air Traffic Service or in an air traffic position with the FAA Systems Research and Development Service.