



# AERO CENTER intercom

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

75-26

July 2, 1975

## EVALUATION "FARMED OUT"

### NEW WAY TO PICK ATC CHIEFS

For the first time, management assessment techniques available at the Department of Agriculture were used last week by the Air Traffic Service to help pick GS-15 chiefs for major terminals and enroute centers. The candidates, who have already been extensively screened by the regions and endorsed by AT division chiefs, are rated on such qualifications as leadership, decisiveness and sensitivity to people during two days of special seminars. Potential chiefs, having passed through the Department of Agriculture program, are currently being interviewed by the agency's National Review Board. This board--made up of the director and deputy director of Air Traffic Service, the deputy director of the Office of Personnel and Training, a representative from the Office of Civil Rights, as well as regional air traffic division chiefs--will consider the reports from Agriculture while making the final selection.

### SUPREME COURT UPHOLDS FAA

The Supreme Court in a 7-2 decision last week upheld FAA's right to withhold from public release certain records obtained by the agency from the aviation industry. The records involved in the court case were Systems Worthiness Analysis Program (SWAP) reports. In overturning a Court of Appeals decision, the Supreme Court ruled that an exemption in the Freedom of Information Act applies to records withheld by the FAA Administrator under authority of section 1104 of the Federal Aviation Act. Under section 1104, certain records may be withheld by the Administrator if requested in writing by any person to do so, and if the Administrator determines that the person's interests would be adversely affected and disclosure is not in the interest of the public.

### ALL STAFF MEETING

The first Management Team Action Seminar given for all staff divisions in a region was held in Long Beach, Calif., this month for seven Western Region divisions.

Although these seminars, organized by the Office of Personnel and Training in cooperation with the regional divisions, have been given previously for operational divisions such as AF and AT, this is the first time all of a region's staff divisions have participated. The program is designed to increase cooperation within the region office by getting those who work together to learn together. The emphasis was on the practical, and each division left the meeting with a concrete plan for improving some aspect of their operations. Participating in the meetings, which were chaired by AWE Executive Officer, James V. Nielson, were the following divisions: Manpower, Budget, Audit, Accounting, Internal Security, Management Systems and Logistics.

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

SERVING OVERSEAS . . . Four FAAers will staff a new office being established by the Systems Research and Development Service in Noordwijk, Netherlands, to coordinate AEROSAT (Aeronautical Satellite) activities with Canada and the nine countries of the European Space Agency. The office is being set up at this time to determine what kind of performance should be expected from the satellite(s) to be launched over the equator in 1978-9 to provide communications from air traffic control facilities to aircraft flying over the North Atlantic. Although the mission is experimental, FAA ATC facilities will be involved and the primary AEROSAT communications facility will be located at NAFEC. The European office, which is expected to be moved to the U.S. in six to nine months, will be manned by Walter Felton, Deputy Director; Helen Moyer, Administrative Assistant (recently promoted from the position of secretary to the Associate Administrator for Engineering and Development); Vic Foose, Electronics Engineer; Raymond Hilton, ATC Operations Specialist, and persons from other countries and agencies.

ALTITUDE REPORTING . . . . The agency reminded pilots last week that effective July 1, all aircraft flying 12,500 feet or higher above mean sea level (MSL) in the conterminous U.S. must be equipped with altitude reporting transponders. FAA said the new requirement, by providing the altitude and location of aircraft flying under visual flight rules (VFR) but not under direct air traffic control, will enhance safety and assist controllers in giving better traffic advisory service to the aircraft under their control. To accommodate operations in mountainous areas, the new rule does not apply to airspace above 12,500 feet MSL which is less than 2,500 above ground level; nor does it apply to gliders which may operate up to 18,000 MSL without transponders.

STANDARD TRAFFIC PATTERNS ADVOCATED . . . The agency has issued an advisory circular recommending a standard traffic pattern for airports without control tower service, and has withdrawn a proposed rule that would have made a standard pattern mandatory. The circular (AC 90-66) gives a diagram of the rectangular shaped standard left-turn traffic pattern that it recommends for all non-tower airports. Another diagram for a standard right-turn traffic pattern also is provided for use at those airports where approved lighting systems or markings indicate it. In addition to recommended general operating practices, the circular advises pilots on the angle of entry to the pattern; turning procedures for the different legs; altitude; how to leave the pattern; takeoffs and landings; and speeds. In issuing the circular, FAA said the many responses to the proposed rule indicated that the varied operations at the almost 7,000 public-use airports without towers would have required so many exceptions to the rule that it would have undermined its effectiveness.

July 2, 1975

FSS UNION CHALLENGED . . . The National Association of Government Employees (NAGE) has petitioned the Department of Labor for the right of exclusive representation of flight service specialists, Labor has informed FAA. Negotiations with the labor union presently representing some 3,200 specialists, the National Association of Air Traffic Specialists (NAATS), have been suspended pending resolution of NAGE's challenge. After examining NAGE's petition and meeting with all concerned parties, the Department of Labor will decide whether and when an election will be held for FSS specialists to choose a union. FAA will shortly post notices in flight service stations about NAGE's petition.

WEAPONS DETECTOR FOR NATIONAL . . . An automatic weapons and explosives detector for air passengers' carry-on baggage will be installed at Washington National Airport next month. The system gives an audible or visual signal whenever it detects such items without need for the operator to interpret X-ray images. The equipment uses X-rays but produces no picture. Developed as a prototype by Westinghouse Electric Corp. under FAA contracts worth about \$400,000, the detector will be used at one location in the airport for a year. FAA expects the system to work as planned; if so, the agency will so advise the nation's airlines, which may then decide to buy production models for about \$50,000 apiece.

AT, AF MEET . . . Air Traffic and Airway Facilities from the field and Washington got their heads together for a three day conference this month at Headquarters. Attending were 40 regional planning and program branch chiefs and an equal number of part-time participants from Headquarters. This was the first such meeting since the Air Traffic and Airway Facilities Services became separate entities. Topics discussed included: airway planning standards; automated FSS program; instrument landing system, airport surveillance radar and air traffic control tower procurement programs; preparation of cost estimates, leased communications; center and tower simulation for air traffic control training; and a multitude of day-to-day operational issues.

PACK THE JULY FAA WORLD IN YOUR VACATION BAGS . . . Read how FAA is ready to serve "When Disaster Strikes!" in a military or natural emergency . . . An "Alaskan Inspector Joins the Jet Set" when she gets her rating . . . Students play airplanes and ATCSs when "Community Colleges Cultivate Controller Careers" . . . The Teterboro GADO has cut the accident rate, proving the "AP Program Pays Off" . . . FAA moves ahead on "Defusing the Cargo Hold" in its Hazardous Materials Program . . . Alaska promotes pilot safety through wives and girlfriends in "Whispering Sweet Somethings in Pilots' Ears" . . . There's an FAAer who's had so many close calls, he's "Lucky To Be A Controller--or anything else" . . . You also can keep up to date with Federal Notebook, Heads Up, Direct Line and Faces and Places.

July 2, 1975

- 4 -

THOUGHTS FOR THE FOURTH . . . The following is borrowed from the Rocky Mountain Region INTERCOM:

One of the most valued privileges of United States citizens is freedom of self-expression. This is synonymous with the spirit of independence which is the reason we celebrate the 4th of July.



United States  
of America

Freedom for self-expression is not only the right to talk and write about personal opinions on politics and government, but it includes opinions on religion, the arts and sciences, education, and all of our human endeavor... (even on how to celebrate the Fourth or the Bicentennial).

Anyone who has traveled in countries where self-expression is limited by government control...where everyday actions are made in robot fashion according to the dictates of the ruling party...knows how good it feels to return to the United States and experience relief from tension.

So, with the 4th of July marking our favorite day for celebrating our independence, let us enjoy our freedom for self-expression.

Enjoy your 4th! Shout your "thing"... whatever it is...and while you are indulging in self-expression, be thankful you are a citizen of the United States of America!



MORE THOUGHTS . . . This time of year we hear the same old messages about having a "safe and sane" Fourth of July -- driving -- boating -- swimming -- fireworks, etc. "BUT," you say, "NOBODY is going to tell ME what to do! If I want to drive a little recklessly to get to my vacation spot, that's my business. If I want to operate my boat without proper safety precautions, why should anyone else care? The kids (and I) ought to have the fun of shooting fireworks if we want -- it's our show of patriotism to shoot fireworks on the Fourth (even if they are outlawed in most communities, we can sneak them in and have our fun), and it's nobody's business but my own."

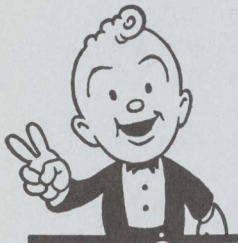


MAYBE...if we cared more about ourselves...  
MAYBE...if we took time to think of being safe...  
MAYBE...it wouldn't be necessary for anyone (the government, our parents, our neighbors, etc.) to repeat the same old messages.

ENJOY YOUR 4TH! SHOUT YOUR "THING." BE SAFE.

July 2, 1975

RETIRING? READ THIS . . . The CSC Office of Actuary reports that the Consumer Price Index has increased by 4.1% over the base month of October. Therefore, retirees annuity will increase by 5.1% effective August 1, 1975. Employees who retire prior to August 1 will have their annuity computed two ways, as follows:



1. The annuity will be figured to the actual separation date and will include the 5.1%
2. The annuity will be figured on the basis of service and average salary as of December 31, 1974, with the 7.2% plus 5.1% cost of living increases added.

Retirees will receive the higher of the two computations.

Employees retiring on Disability must be in a non-pay status not later than the last hour before close of business on July 31, 1975 and remain in a non-pay status until effective date of retirement to be entitled to have retirement computed as explained in Item 2 above.

Employees with small sick leave balances may choose to waive their sick leave and thus be eligible for both cost of living increases. In most cases, when a large amount of sick leave is involved, it will be advantageous for the employee to remain in pay status and retire on the date the sick leave expires.

Additional information may be obtained by contacting your Manpower Office.

CLEVELAND AREA OFFICE REUNION . . . A dinner reunion is being planned for all former employees of the Cleveland Area Office. Tentative plans are to hold the reunion in September of this year at the Old Austria Restaurant in Cleveland, Ohio. More information will be forthcoming. Interested persons should call Betty Jeresko, 8-216-522-4307. Everyone spread the word!

COMING EVENT . . . The following conference has been scheduled for next week:

July 7-14, 1975 - Civil Air Patrol, ARB, Rooms 206A, C, & D.

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.

July 2, 1975

- 6 -

PARKING AREA TO BE TEMPORARILY CLOSED . . . Effective Thursday, July 10, 1975, at about 5:00 p.m., construction work will begin in the parking area north of the Headquarters cafeteria. A trench will be dug from the Headquarters Building to the northwest corner of Hangar 9, crossing the Headquarters parking lot and Duke Avenue. This operation will take ten to twelve days. During this period, parts of the Headquarters' parking lot and Duke Avenue will be barricaded. The selection of alternate routs may become necessary as through traffic will be interrupted.

EMPLOYEE AWARD . . . Congratulations to Richard Maynard, AAC=942A, who was presented a Quality Step Increase Award during the Director's staff meeting on July 1.

FROM YOUR EMPLOYEES ASSOCIATION . . . Your Employees Association Office and Book Store, closed this week for inventory, will reopen on Monday, July 7, at 8:30 a.m.

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
- Gaslight Dinner Theater -- "My Daughters" Rated X

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

All news items and advertisements, etc., for Wiretap should be sent directly to the Employees Association, EC=X (routing designation). When these items are routed through AAC-5, they have to be re-routed to EC-X and the delay could miss a deadline.



July 2, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: July 9, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
75-330	Payroll Supervisor, GS-544-7	AAC-24	544
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-331	Production Controller, GS-1152-6	AAC-45	1152
Must have 1 year equivalent to the GS-5 level.			
75-332	General Supply Specialist, GS-2001-7	AAC-44	2000
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-334	Medical Records Technician, GS-675-6	AAC-130	675
	<u>DATA SERVICES DIVISION</u>		
75-335	Supervisory computer Specialist, GS-334-11	AAC-340	334
	<u>FAA DEPOT</u>		
75-336	Painter, WG-4102-7	AAC-440	JE-4102
This position has promotion potential to the WG-9 without further competition.			
	<u>AIRCRAFT SERVICES BASE</u>		
75-337	Road Sweeper Operator, WG-5706-5	AAC-830	JE-5706

July 2, 1975

- 8 -

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Brenda J. Cook	Secretary (Stenography)	AAC-7	75-170
Jane Chadwell	Secretary (Stenography)	AAC-914	75-177
Phyllis Volovick	Secretary (Stenography)	AAC-942	75-156
Guy Boatwright	Aircraft Brake Repairer	AAC-830	75-98
John L. Radcliff	Manufacturing Specialist (Inst)	AAC-950	75-19
Eugene S. Leper	Electronics Technician (Inst)	AAC-940	74-271
J. F. McElhinney	Airspace System Insp. Pilot (Inst)	AAC-950	75-30
John Nasworthy	Electrical Engr. Tech. (Inst)	AAC-940	74-336
Charlyne Humphreys	Warehouseman	AAC-44	75-134
Cipriano Jojola	Offset Press Operator	AAC-45	75-125
Robert Briggs	Civil Engineer (Inst)	AAC-960	75-32
Floyd Lonnevik	General Aviation Maint. Sp. (Inst)	AAC-950	75-49
Ferris D. Garcia	General Aviation Operations Sp. (Inst)	AAC-950	75-16
Albert J. Harvey	Electronics Engineer	AAC-840	75-56
H. R. Dockery	Air Cond. & Heating Equipment Operator Foreman	AAC-55	75-75
Joe R. Newton	Aviation Maintenance Specialist	AAC-230	75-146
Lorene D. Johns	Secretary (Stenography)	AAC-260	75-137
Bonnyle Bowen	Supply Clerk (Typing)	AAC-480	75-138
Virginia L. Russell	Position Classification Specialist	AAC-15	75-190
Albert J. Dunn	Electromotive and Powered Ground Equipment Mechanic	AAC-56	75-136
Clauddia Jackson	Staffing Clerk (Typing)	AAC-14	75-171
Chris McIntosh	Staffing Clerk (Typing)	AAC-14	"
Dorothy Wallingford	Supervisory Procurement Assistant	AAC-70	75-116
Dennis F. Behrens	Supply Clerk (Typing)	AAC-400	75-93
Lewis Haynes	Supply Technician	AAC-430	75-118
Floyd Bowman	Aviation Safety Insp. (Airworthiness)	AAC-230	75-147
Kenneth Powell	Aircraft Mechanic Leader	AAC-830	75-99
Paul Epperson	Engineering Draftsman	AAC-54	75-181
Vernon Urban	Supervisory Personnel Staffing Specialist	AAC-14	75-17
Edwin Dowling	Electronics Technician (Airborne)	AFS-500	FINFO-75-8
Marie Lippoldt	Staffing Clerk (Typing)	AAC-14	75-204
Bettye Corbin	" " "	"	"
Gladys J. Hermance	Peripheral Equipment Operator	AAC-340	75-127
Merian D. Daniels	" " "	"	"
Harvey Kunstman	Airspace System Insp. Pilot (Inst)	AAC-950	75-30
Amos T. Eby	Electronics Technician	AAC-830	75-65
George E. Ferguson	" "	"	"
Rawleigh R. Howell	" "	"	"
Donald H. Spaulding	" "	"	"
David Fish	" "	"	"
Louis Lamar	" "	"	"
Jon Brock	" "	"	"
George Linder	" "	"	"
Jimmie Cox	" "	"	"
Robert Lyons	" "	"	"



# AERO CENTER intercom

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

75-27

July 9, 1975

## 16 SYSTEMS

### NEW LONG-RANGE RADARS ORDERED

FAA has awarded a \$30 million contract to the Westinghouse Electric Company of Baltimore for 16 advanced long range radars for enroute air traffic control. The radars, called ARSR-3s (Air Route Surveillance Radars) will provide improved target detection, improved weather detection and reduced clutter. To be installed in high-density traffic areas, they will provide controllers with a clearer radar picture of weather and aircraft under their control. The first of the new radars, to go to Oklahoma City for training purposes, is scheduled to be delivered within 24 months, with the rest to be delivered at a rate of two a month beginning four months later. The first three field deliveries are scheduled for the New York, Chicago and Washington, D.C. areas.

### NATIONWIDE GENERAL AVIATION SURVEY

FAA has enlisted the cooperation of the Civil Air Patrol for a special two-day national survey of general aviation activity. About 2,000 CAP cadets will make the survey at 400 airports in every state on August 23 and 26. About 15,000 of the nation's 750,000 general aviation pilots are expected to be covered. The purpose is to update statistics obtained in a similar 1972 survey and to use the new figures as a base for estimating the volume of general aviation flying and its impact on the National Aviation System. FAA is particularly interested in activity at non-tower airports; thus, all but 80 of the 400 airports are non-tower. Pilots landing at the airports will be asked to fill out a brief questionnaire, and the cadets will record aircraft identity and traffic count.

### PATCO RATIFIES PACT

A new two-year labor agreement with FAA was ratified by the membership of the Professional Air Traffic Controllers Organization, PATCO informed FAA last week. Highlights of the contract will be reported in a forthcoming edition of INTERCOM.

### DOT GENERAL COUNSEL

John H. Ely was sworn in as new General Counsel for DOT on June 30. Ely, a former professor at both Harvard and Yale Law Schools, succeeds Rodney E. Eyster who resigned. The new 37-year-old General Counsel has served as staff attorney for the Warren Commission and as law clerk to Chief Justice Earl Warren. He was graduated magna cum laude from Yale Law School in 1963.

EMBELLISHING ARTS . . . Building on the success of the basic ARTS III system, FAA has awarded a \$24.347 million contract to expand the functions of the automated radar terminal systems now operating at 61 high-activity airports. The contractor, UNIVAC Federal Systems Division of Sperry Rand Corp., St. Paul, Minn., will develop a conflict alert system to warn controllers when planes are on potential collision courses. Also to be programmed into the system will be an automatic metering and spacing function to help ensure an even flow of traffic during landing and takeoff phases. The transfer of flight data between the radar room and tower cab will be speeded up through use of small electronic display screens.

5.1% ANNUITY INCREASE ANNOUNCED . . . A 5.1 percent cost of living annuity increase will go into effect August 1 for Federal employees who retire, the Civil Service Commission announced last month. For those who retire before August 1, there are two methods of computing the annuity. The first is to determine the annuity rate based on service and the high-three average pay as of December 31, 1974, with added credit for unused sick leave. To this is added the 7.3 percent cost of living increase effective January 1, plus the 5.1 percent effective August 1. The second method is to determine the annuity rate as of the actual date of separation, or the date pay has ceased, plus the 5.1 percent figure. Retirees will receive the higher rate of the two methods, effective August 1. If an employee retires on or after August 1, he will miss any benefit from the 7.3 percent effective last January.

HAZARDOUS MATERIALS RULING . . . A Federal court has found that FAA must give 30-day public notice of any proposed exemptions to the rules on air transport of hazardous materials. Ruling on a suit brought by the Air Line Pilots Association and the Aviation Consumer Action Project, the court found that such notice was required since January 3 of this year when the Hazardous Materials Transportation Act was signed. The U.S. District Court judge also ruled illegal any exemptions given without notice since January 3.

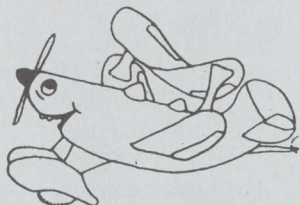
KNOW THE RULES . . . In the June 25 INTERCOM, it was announced that the month of July was being established at the Aeronautical Center as the principal time to make an annual review of the regulations on employee responsibilities and conduct. Each supervisor is to call to the attention of his employees at least annually, the standards of conduct they are expected to observe. To do this, 3750.3A, DOT Regulations on Employee Responsibilities and Conduct, and 3750.4, Conduct and Discipline, should be circulated for review. A record should be made reflecting that each employee has reviewed these two directives.

July 9, 1975

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

July 16, 1975 - Employees Association Board of Directors' meeting, Hdq. Bldg., Room 337, 1:30 - 3:00.

FAA FLYING CLUB MEETING . . . The July Flying Club membership meeting will be held at the Wiley Post Airport Restaurant on Friday, July 11. A buffet dinner will be served at 6:30 p.m., and entertainment is also planned. Call Bill or Faye Shackelford at 787-6343 for reservations.



EMPLOYEE AWARD . . . Congratulations to Andrew A. Miller, AAC-944E, who was presented a Special Achievement Award during the Director's staff meeting on July 8.

KNOW THE NEPOTISM POLICIES . . . All employees should familiarize themselves with current nepotism policies by reading Paragraph 401 of PTP 3300.7, and Order AC 3300.1D. Supervisors and managers should pay particular attention to the definitions and responsibilities of a "public official." A public official who contacts the Manpower Division concerning the hiring or promotion of a relative is not complying with the above guidelines. Although inquiries may be made with no conflict of interest in mind, any advocacy is in violation. Review these policies now and avoid possible embarrassment to you and/or the agency.



Employees are also reminded they have a continuing responsibility to advise the Manpower Division whenever there is a change in their status with respect to another FAA employee which should be treated under the nepotism policy. FAA Form 3300-9, Record of Family Relationship, should be used for this purpose.

ASSIST TO NASA . . . Two FAA pilot are involved in assisting NASA with the July 15 launching of the Apollo space craft which will link up with the Russian Soyuz crews. These pilots, Sherm Daugherty, Oklahoma City FIFO, and Guy Brown, Los Angeles FIFO, are dropping aluminum "chaff" to dispel static electricity in the area of the shot, neutralizing the affect of any static charges on the electronic components on the capsule.

July 9, 1975

- 4 -

WATCH THOSE CROSSWALKS . . . For the benefit of our temporary summer help and new employees, the policy governing traffic here at the Aeronautical Center needs to be repeated. Most important, the pedestrian in any crosswalk has the right of way, at any time of the day, and all motor traffic must stop!



Also, you may have noticed, we practice taking turns at intersections when entering traffic so all of us can leave the Center fairly quickly with a minimum of confusion and risk.

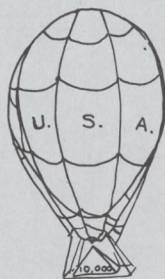
TAKE IT EASY . . . Statistics prove the old saying "haste makes waste." Undue haste on the highways wastes lives, fuel, and money. On television, over radio, in the newspapers and magazines, the public is being reminded, by the government and by conservation-minded companies and organizations, that 55 miles per hour is the national speed limit...the legal limit in every state. Observe the limit and save!

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets are available from the EA Office:

- Gaslight Theater: "My Daughters Rated X" - Price \$7.75  
We can make reservations for you for any day during the month except Friday and Saturday.
- New tickets: World of Fun at Kansas City, Missouri -  
Adult \$6.25, Child \$5.25
- 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 on Friday nights
- Oklahoma Auto Racing on 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 fishing licenses
- FAA business cards - 1000 for \$9.00, 250 for \$6.50



July 9, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
75=339	Offset Press Operator, WG-4417-9	AAC-45	JE-4417
<u>PLANT ENGINEERING DIVISION</u>			
75=340	Mobile Equipment Body and Fender Repairer, WG-3809-8	AAC-56	JE-3809
<u>FAA DEPOT</u>			
75=341	Supply Clerk, GS-2005-5	AAC-400	2005
Announcement will be used to fill Supply Clerk and Supply Clerk (Typing), GS=2005=5, for all Depot positions for 90 days.			
75=342	Electronics Technician, GS-856-7	AAC-440	856

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
James R. Sanzone	Electrical Engineering Tech. (Inst)	AAC-940	74-336
Harry Duke, Jr.	Electrical Engineering Tech. (Inst)	AAC-940	74-336
Leroy Powell	Supervisory Electronics Engr. (Inst) or Supervisory Electrical Engr. (Inst)	AAC-940	74-337

July 9, 1975

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Stephen Stil	Electronics Tech. (Airborne)	AFS-500	FINFO-75-6
Thomas J. Taylor	"	"	"
William M. Livesay	"	"	FINFO-75-7
Charles Haralson	Electronics Tech (Inst) or Electronics Engr. (Inst)	AAC-940	75-38
William Traylor	"	"	"
Bobby G. Engle	Procurement Analyst	AAC-70	75-109
Henry Howard	Electronics Technician	AAC-440	75-120
Dan Nosalek	"	"	"
John P. Bryan	"	"	"
John C. Mechan	"	"	"
Paul G. Reeves	"	"	"
Dona L. Coello	Clerk-Typist	AAC-23	75-131
Judith Hoffman	Secretary (Stenography)	AAC-30	75-132
Mary Davis	Supply Clerk (Typing)	AAC-480	75-138
Caryn Martin	"	"	"
Don Rogers	Electrician	AAC-55	75-161
Tommy Duncan	"	"	"
Donna Snider	Procurement Clerk (Steno)	AAC-70	75-162
Thomas Guthery	Shipment Clerk	AAC-430	75-163
Lequetta Alexander	Payroll Technician	AAC-24	75-206
Sue Higgins	Secretary (Steno)	AAC-24	75-207



# AERO CENTER intercom

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

75-28 July 16, 1975

## PRE-FAB STRUCTURES

### NEW ATC TOWERS TO BE BUILT

A contract to build four prefabricated air traffic control towers has been awarded to Building Corp., El Paso, Texas. Topped with a hexagonal cab, the new towers will cost a total of \$1,527,300 and will be installed at San Juan (Isla Grand), Puerto Rico; North Las Vegas, Nev.; Westfield, Mass.; and Minot, N.D. Under an earlier contract, Hunt installed 64 similar towers in 33 states and Puerto Rico. All of the tower sections will be assembled at the factory and transported to the sites. Local subcontractors will prepare the site and put up the towers. Tower shafts will be 18 feet square and heights of the shafts will vary from 40 to 70 feet. The pre-assembled cabs will be lifted into place on top of the shafts by a crane and will add 16 feet to the tower height. The cabs will provide controllers with approximately 230 square feet of space. Additional space for offices, storage, training and equipment will be provided in the floors below the cab.

### HE'S GOT IT ALL TOGETHER

Competent, capable, thorough and knowledgeable--these were the qualities demonstrated by Chicago Center controller Dennis Dolgin as he "hand-carried" a single-engine plane with four persons aboard to a safe landing at Cedar Rapids Airport in Iowa last month. The pilot, flying at 11,000 feet, was on top of an overcast when he reported to the Cedar Rapids Flight Service Station that he was lost. The FSS handed the flight off to the Chicago Center and Dolgin was relieved of all other duties as he guided the non-instrument rated pilot to the vicinity of the airport (Continued on page 3)

### ASSOCIATES RETIRE

Slated to retire at the end of this month are James F. Rudolph, Associate Administrator for Aviation Safety, and Robert F. Bacon, Associate Administrator for Airports. Rudolph was appointed to his present job after serving as director of Flight Standards Service since 1967, while Bacon was acting Deputy Associate Administrator for Policy Development and Review at the time of his appointment to Associate Administrator.

### AIRLINES-- FRUGALITY URGED

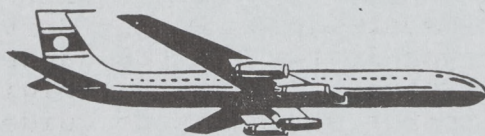
"In times of energy shortage, we cannot leave unquestioned practices or policies which result in half-empty planes." So spoke Assistant Secretary of Transportation Robert H. Binder last month before a Congressional subcommittee. He said air carriers "must show that they have done everything possible to eliminate waste and operate in a more fuel-efficient manner," especially with the prospect of increased fuel prices. He also advocated policies by the Civil Aeronautics Board to encourage higher passenger loads on airplanes.

PROPERTY OF  
FAA AERO CENTER  
RECEIVED  
JUL 16 1975  
LIBRARY

COLLEGE COURSES APPROVED FOR CO-OP EDUCATION IN ATC . . . The Civil Service Commission has approved a cooperative education program which will allow students to be eligible for training in air traffic control through a college, study-related curricula. The major fields of study approved by CSC are: math, geography, communication systems, computer technology, aviation, avionics, engineering, geodesy, astronomy, aeronautical science, aerodynamics, physical science, flight technology, meteorology, cartography, transportation and air traffic control. To be eligible, students must be working towards a four-year degree and must complete two years of study before entering the cooperative education program. They also must pass FAA medical and aptitude tests for ATC work. Under Executive Order 11813, signed last year, students successfully completing appropriate work and academic requirements are eligible for non-competitive appointment to ATC jobs. When the program is implemented, the regions will be given authority to negotiate with local colleges.

AVIATION AND THE FUTURE . . . What does the future hold in store for aviation? In a speech to the World Future Society in Washington last month, an FAA official outlined five possible future worlds by the year 2000 and the corresponding effect of each on U.S. aviation. Fred Meister, Associate Administrator for Policy Development and Review, said that FAA is not attempting to predict the future, but wants to be "better able to meet that future world whatever it holds." For example, aviation policies that are common to the various possible futures are ones that can be developed with a good chance of success. The two extremes: in the "Hardship World," airports are nationalized and aircraft improvements are slight. In the "Expansive Growth World," air traffic control shifts more to the cockpit, airports largely pay their own way and new generations of technically and economically viable STOL and supersonic aircraft are in service.

BETHEL WELCOMES RUSSIANS . . . From Bethel on the western coast of Alaska comes a novel report on international relations from Jan Baird who works at the Airway Facilities Sector: "Bethel made the international news when an AN-12 Russian cargo plane arrived from Cape Schmidt, Siberia. After a two-day stay, 40 young musk oxen in crates were loaded onto the aircraft for transplant to Siberia. The Russian crew members were very congenial and pictures and cigarettes were exchanged...It was quite exciting to be an eyewitness to this cultural exchange between two great nations." The airlift took place in the spring under the U.S.-U.S.S.R. Environmental Protection Agreement of 1972.



July 16, 1975

GOT IT ALL TOGETHER (Continued from page 1) . . . and down through the 5,000-foot-deep overcast. Besides giving the pilot vectors to his destination, Dolgin gave him very explicit instructions regarding speed, instruments to watch, RPM, and rate of descent--all in a cool, reassuring manner. When the pilot made an inadvertent turn, Dolgin noticed it on his scope and talked the pilot back onto course which led straight to the active runway at the airport. During the month of June 1975, 260 flight assists were reported--132 by flight service stations, 100 by towers and 18 by centers. There were a total of 438 people reported on board the aircraft involved.

SECURITY RULES FOR FOREIGN AIR CARRIERS . . . Foreign air carriers operating into the United States must implement security programs for screening passengers and carry-on items similar to those already in use by U.S. carriers under regulations announced last week by the agency. Specifically, the new rule states that foreign air carriers must have a security program in effect for flights to, from and within the U.S. that utilizes weapon-detection procedures for screening all passengers and carry-on items prior to boarding. In addition, the security program must be designed to prevent or deter unauthorized access to aircraft and prevent cargo or checked baggage from being loaded unless handled in accordance with security procedures. In announcing the rule, FAA said the security programs for American carriers in effect at approximately 500 U.S. airports may have averted as many as 25 potential hijackings during 1974.

HAZARDOUS MATERIALS: PART II . . . A U.S. Court of Appeals has stayed a lower court order that required FAA to give 30-day public notice on exemptions to rules governing air transport of hazardous materials. The stay was granted pending FAA's appeal of the court order. The original order was based on the Hazardous Materials Transportation Act, which was signed last January 3.

O. K. TO RECORD . . . In clarifying its rule regarding the use of portable electronic calculators on airliners or any other aircraft operating under instrument flight rules (IFR), the agency stated last week that the regulation prohibiting the operation of any portable electronic devices on aircraft does not apply to portable voice recorders, hearing aids, heart pacemakers, electric shavers or any other portable electronic device that the airline, other operator or pilot-in-command of the aircraft has determined will not cause interference with the aircraft's navigation or communication system. This means passengers can use the calculators if the airlines or aircraft operator approves.

CONFIDENTIAL STATEMENT REMINDER . . . Just a brief reminder that the annual Supplemental Statement, which is required from each key employee who submits a Confidential Statement of Employment and Financial Interest, is due by the end of the month, July 31. If you are required to submit an annual Supplemental Statement and have not as yet done so, get moving.

July 16, 1975

- 4 -

EMPLOYEE AWARD . . . Stephan A. Popovich, AAC-940, was presented a Quality Step Increase Award based on Quality Performance.

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period 7/17 through 7/24:

July 21 - Association of Academy of Instructors' Union election, Hdq. Auditorium, 3:30 - 5:30.

July 21-24 - Flight Standards Records Management Workshop, ARB, Room 206D.

CAP ORIENTATION . . . All those uniformed young people you've seen around the Center this past week were CAP cadets attending the annual Civil Air Patrol Orientation Program, held July 8 - 14. Since 1961, the Aeronautical Center has been host to this program which was attended this year by 40 cadets representing 18 states.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets are available from the EA Office:

- Gaslight Theater: "My Daughter's Rated X" - Price \$7.75  
We can make reservations for you for any day during the month except Friday and Saturday.
- 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 on Friday nights
- Oklahoma Auto Racing on Tuesday nights

New tickets: World of Fun at Kansas City, Missouri  
Adult \$6.25, Child \$5.25

The following are also available from the EA Office:

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

July 16, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: July 23, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
-----------------	---	-----------------	--------------

DATA SERVICES DIVISION

75-346	Computer Programmer, GS-334-11	AAC-300	334
75-347	Computer Programmer, GS-334-9	AAC-300	334

This position has promotion potential to GS=11.

FAA DEPOT

75-348	Equipment Specialist (General) GS-1670-9	AAC-430	1670
75-349	Equipment Specialist, GS-1670-9	AAC-440	1670

Requires 1 year specialized experience in radar.

75-350	Electronics Technician, GS-856-9	AAC-440	856
--------	----------------------------------	---------	-----

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Gene Russell	Maintenance Mechanic	AAC-55	75-172
Donald Kemnitz	Computer Programmer	AAC-320	75-173
Marvin Beatty	Electronics Technician	AAC-440	75-174
Benjamin Crook	"	"	"
Sam Gover	"	"	"
Jack Rutherford	Inventory Mgmt. Spec.	AAC-480	75-175
Eugene Sheaffer	"	"	"
Evelyn Brewer	Procurement Agent	AAC-70	75-182
J. B. Brown	"	"	"

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Adelle W. Gilbert	Supply Clerk	AAC-400	75-185
Thomas Holder	Materials Expediter	AAC-430	75-188
Calvin Carter	"	"	"
Jesse Williams	"	"	"
Dorothy Fleshman	Secretary (Stenography)	AAC-400	75-198
Cassius Brookshire	Electronics Technician (Instr)	AAC-940	74-271



# AERO CENTER intercom

COPIES OF  
AERO CENTER

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

75-29

July 23, 1975

JUL 23 1975

LIBRARY

## APPROACH CLEARANCE NOT CLEARANCE TO LAND

### AGENCY UPHELD IN TWO ATC COURT CASES

Two important court cases were decided in favor of the agency this month when controllers were absolved of any blame in the crashes of a DC-3 and a Beech King Air. Regarding a DC-3 that crashed at Moisant Field in New Orleans, the court held that an approach clearance and a clearance to land are two different clearances and that no pilot should interpret the former as a clearance to land. In addition, the court noted that the decision of whether or not to land was solely a decision for the pilot--a duty that cannot be imposed upon the controller. Furthermore, the court held that the function of an air traffic controller was to assist the pilot, but that nothing the controller does can relieve the pilot of his duties. Finally, it was held that it is not the duty of a controller to be able to quote verbatim regulations designed for the pilot. In the case of the Beech that crashed at Cleveland Hopkins Airport, it was alleged that wake turbulence was a causal factor, but the court found that there could not have been a vortex encounter because the plane was not at an altitude lower than the "vortex creating" aircraft. The court held that even if there were an encounter, it could not have caused the crash, because the vortex would have decayed sufficiently. Regarding aircraft altitude, the court held that "the controller has a right to expect that an aircraft will comply with the clearance, and be at the minimum altitudes as depicted on the approach chart."

### FAA COMPLIES WITH SAFETY BOARD RECOMMENDATION

FAA has pledged full compliance with a National Transportation Safety Board recommendation for the agency to make all its senior line officials and pilots aware of the circumstances surrounding the crash of an FAA DC-3 at DuBois, Pa., on March 27 this year. Eleven FAA employees were injured, three seriously. The recommendation said FAA must emphasize to its own top staff that "their official responsibilities in aviation demand the highest degree of professionalism and total compliance with applicable standards, procedures and operating practices." According to the Board, its investigation showed that the regional director and the pilot-in-command "allowed the airplane to be operated by a pilot (regional director) who did not meet the FAA requirements to operate a large aircraft carrying passengers." The Board said this indicated "there was a flagrant disregard for the prescribed procedures and safe operating practices." The DC-3 crashed into a ravine on takeoff and was totally destroyed.

FAA MEDICAL PROGRAM SCRUTINIZED . . . FAA has named a seven-member panel of physicians with aviation backgrounds to review the agency's aviation medical program. Dr. Homer L. Reighard, the Federal Air Surgeon who heads FAA's Office of Aviation Medicine, said the review will include the activities of Headquarters, the 11 regions and the Civil Aeromedical Institute in Oklahoma City. Reighard said there are several areas of the agency's program that need a "fresh look." He cited the examples of: the adequacy of FAA medical research in support of the safety research role of the agency; and use of available certification data to shed light on means of reducing aviation accident and fatality rates. Reighard will chair the panel, which is expected to make recommendations to the FAA Administrator by mid-October.

HOUSE PASSES BUDGET BILL . . . The House of Representatives has passed the Department of Transportation FY 1976 appropriations bill providing \$10.8 billion for all modal agencies. The FAA portion totals \$1.9 billion including \$320 million for payments of previously obligated airport aid grants. Not included for FAA are \$250 million and part of the airport aid monies which are being considered in a separate bill. In passing the DOT bill, the House rejected efforts to exclude the Concorde aircraft from operating in the U.S., thus permitting the current environmental impact review process to continue. The funds approved for FAA were \$45 million less than the agency's request. The bill is now before the Senate Appropriations Committee.

SURVEY OF AIRCRAFT OWNERS . . . Approximately 10,000 aircraft owners will be contacted by the U.S. Census Bureau in a program developed by FAA to gain data for forecasting general aviation activity. The data will give FAA a look at a cross-section of the general aviation community at a given time, rather than over a period of time, as in most previous studies. This study is separate from the two-day survey of general aviation flying coming up in August, but both studies are aimed at developing better information about general aviation for the agency. The aircraft owners will be contacted by telephone and asked about their type of aircraft, how it is used and by whom, where it is based and total hours flown.

AIRPORTS NEW DEPUTY . . . James A. Wilding, a career Federal official and veteran airport engineer, has been selected as Deputy Director of the Metropolitan Washington Airport Service that operates Washington National and Dulles International airports. Wilding comes to the job after serving as Chief of the Engineering Staff for the two airports since 1972.

ORDER CANCELLED . . . Effective 6/30/75, Agency Order 6040.13, Common Digitizer System Performance, dated 8/2/74 is cancelled by the Airway Facilities Service. This order is cancelled without replacement and will be reflected in the next edition of the Directives Checklist.

July 23, 1975

PHASE III MLS CONTRACTS LET . . . The agency has awarded contracts totaling \$14,200,000 to the Bendix Corp. and Texas Instruments Inc. to build, test and evaluate prototypes of the new Micro-wave Landing System (MLS). Each contractor will build two versions of the system, including the basic configuration and the small community airport configuration, using a time-reference scanning beam signal format. This is the format that has been chosen as the U.S. candidate for selection by the International Civil Aviation Organization (ICAO) as the new international standard landing system to replace the present Instrument Landing System (ILS). Contracts amount to \$6.75 million to Bendix and \$7.45 million to TI. The contracts call for delivery of prototypes, installation and checkout in 10 months.

BEEF UP THOSE WIDE BODIES . . . An Airworthiness Directive (AD) requiring additional venting or strengthening of the cabin floor in wide-body jets to improve their ability to withstand sudden in-flight depressurization was issued last week by the agency. The mandatory AD will affect approximately 275 Boeing 747s, Lockheed L-1011s and McDonnell Douglas DC-10s now in service with U.S. airlines. Deadline for completing the modification is Dec. 31, 1977. The purpose of the directive is to minimize the effect of a sudden large opening in the lower fuselage wall resulting from some abnormal and highly unusual occurrence.

MINORITY CONTRACTS OVER THE TOP . . . The agency exceeded its dollar goal for contract awards to minority-owned firms by more than 10 percent in Fiscal Year 1975. Acting in conjunction with the Small Business Administration, FAA made awards totaling \$15,342,246 during the 12-month period ending June 30, 1975. This was more than \$1.5 million above the agency's goal of \$13,795,487. The awards were made in accordance with Section 8 (a) of the Small Business Act which allows disadvantaged minority business owners to draw on SBA technical assistance or consulting services to perform government contracts satisfactorily. Among the contracts awarded during the year were several for electronic hardware, construction work, guard services, architectural and engineering services, editorial services and technical research services.

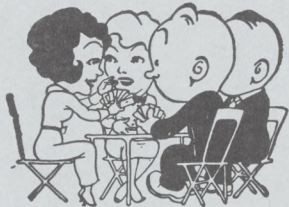
CLEARANCE A MUST TO TAXI ON TAXIWAYS . . . Beginning August 18, it will be mandatory for pilots to get ATC clearance before taxiing on a taxiway at airports with operating control towers. The new rule clarifies a practice that has long been followed by most pilots who routinely obtain ATC clearance before making any movement at airports with operating control towers. But, the rule (FAR 91.78 (h)), which specifically requires clearances for takeoffs and landings and taxiing on runways, had made no specific reference to taxiing on taxiways.

July 23, 1975

- 4 -

NON-SMOKERS BEWARE . . . Did you know that it can be just as hazardous to be on the "wrong end" of a cigarette? Inhaling second-hand smoke makes the heart beat faster, blood pressure go up, and increases the level of carbon monoxide in the blood. According to the American Lung Association, smoke from an idling cigarette contains even more tar and nicotine than from an inhaled one. The amount of carbon monoxide in the blood of nonsmokers doubles in a poorly ventilated room filled with cigarette smoke. Even outside the room, inhaled carbon monoxide stays in the body for three or four hours. The nonsmoker is forced to breathe in smoke from the burning end of the cigarette as well as the smoke exhaled by the smoker. Researchers have found that lung illness is twice as common in young children whose parents smoke at home compared to those with nonsmoking parents.

The U.S. Surgeon General has said, "Nonsmokers have as much right to clean air and wholesome air as smokers have to their so-called right to smoke, which I would redefine as a so-called right to pollute...It is time that we interpret the Bill of Rights for the nonsmoker as well as the smoker."



TIPS FOR ENERGY SAVERS . . . The Federal Energy Administration has published a brochure, "Tips for Energy Savers," which gives many ideas and suggestions for conserving energy. Frank G. Zarb, Administrator, FEA, suggests the following:

- We can start saving energy as if it were money.
- We can drive less and drive more slowly, turn off extra lights, and turn down thermostats.
- We can make energy thrift part of our way of life, simply by starting some good common sense energy habits.
- By working together and working one at a time, we can balance America's energy budget, just as each of us balances our personal checkbooks.



Copies of this helpful brochure are available in the Credit Union.

July 23, 1975

DIRECTORY CHANGE . . . Please make the following change in the Aeronautical Center telephone directory. On page 15, under the heading FAA MANAGEMENT TRAINING SCHOOL, delete the second line: "FTS: 405-253-6311 or 6331."

EMPLOYEE AWARD . . . During the Director's staff meeting July 22, a Quality Step Increase Award was presented to Robert M. Guinn, Jr., AAC-940.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets are available from the EA Office:

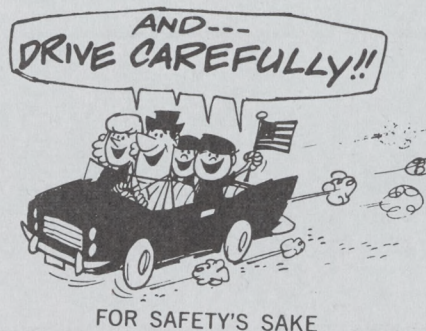
- Gaslight Theatre: "My Daughter's Rated X" - Price \$7.75
- Lincoln Plaza Playhouse Dinner Theatre
- Silver Dollar City in Missouri - Adult \$5.75, Child \$4.75
- Six Flags Over Texas - Adult \$6.00, Child \$5.00
- Mar-Car Stock Car Racing on Friday nights
- Oklahoma Auto Racing on Tuesday nights
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

The following are also available from the EA Office:

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

Group discount tickets will be available for the Kansas City Chiefs pre-season football games in August and September. We must have 25 or more on any given week-end to get a \$2.00 discount. See Bob Hayes or Betty.

Your EA Office will have State Fair Ice Capades and Rodeo tickets on sale starting July 28.



July 23, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: July 30, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA DEPOT</u>		
75-353	Supervisory Electronics Technician, GS-0856-12	AAC-440	856
<u>Requires one year of specialized experience in calibration of test equipment.</u>			

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Lynn R. Watts	Electronics Technician	OKC FIFO	FINFO-75-35
Johnny Barham	Sheet Metal Mechanic Helper	AAC-830	75-139
Gayle Fransen	Data Conversion Supvrs. (OCR)	AAC-203	75-151
Melba Raiden	Clerk-Typist (OCR)	AAC-203	75-152
Richard A. Fournier	Airplane Pilot	AAC-820	75-155
Russell Burgess	Electrical Worker	AAC-55	75-211
Dawn Roach	Secretary (Stenography)	AAC-950	75-223

Mayor Latting, one of the few woman mayors in the United States, will be guest speaker in the Aeronautical Center Headquarters Auditorium on July 31. The 2:00 p.m. speech is part of the activities planned in honor of International Women's Year.



# AERO CENTER intercom

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

July 24, 1975

SPECIAL EDITION

Fiscal Year 1975

THE YEAR THAT WAS....

The end of a calendar year is the customary time to look back at accomplishments and ahead to the future. In Government, the end of the year is the Fiscal Year...and much has happened at the Aeronautical Center. It has been an eventful, productive, cost-conscious time of change, and you, a team member, should know about it.

....EVENTFUL. In connection with the Center's mission to provide operating, research, and support functions which are national in scope, Center personnel participated in the accomplishment of many significant projects. For example:

- . An infant dummy was developed for evaluating child restraints for aircraft which was adopted by the National Highway Traffic Safety Administration for use in testing child restraint systems.
- . A new written test program was developed and implemented for field use in the high activity certification areas.
- . The national supply system was converted to the new stock number criteria and implemented agencywide.
- . Over one million airman medical records were loaded into the Comprehensive Airman Information System (CAIS) which now consists of over five million data base segments representing over two million airmen with certificate and/or medical data.
- . In support of the Manpower and Personnel Information System (MPIS), tests were conducted on terminal program modifications which resulted in increased terminal responsiveness in MPIS terminals throughout the Agency.
- . In support of international and domestic aviation activities, flight instructor refresher clinics were conducted in Spain, Belgium, Germany, and the United Kingdom as well as 85 locations in the United States.

. Inspection consoles were developed and installed in the new jet aircraft; and avionics flight inspection training devices were developed in familiarizing operations and maintenance personnel with the new aircraft flight inspection systems, equipment, and procedures.

....PRODUCTIVE. FY-75 was a very productive year. Center employees continued to bring about impressive work activity statistics despite increased workloads and shortages. For example:

- . During the year, 13,661 students and 516 Internationals were trained at the FAA Academy, 4,825 at the Management Training School, and 21,562 through the directed study process.
- . The Flight Standards Technical Division processed over 270,000 aircraft ownership documents, 181,000 airman applications, and 520 airworthiness directives.
- . Over 800,000 line items were issued by the FAA Depot in response to field demands.
- . CAMI conducted 13 seminars that trained over 2,000 aviation medical examiners and processed 522,800 airman medical certificates.
- . The Data Services Division produced 57,000 local and national reports totaling 18 million sheets of paper as well as completed 424 ADP developmental projects.
- . In support of the agency fleet, the Aircraft Services Base performed major overhauls of five aircraft, provided various levels of maintenance in support of approximately 22,000 flight hours, and developed and issued over 3,000 actions regarding flight, operations, and maintenance standards.
- . The Procurement Division awarded 37,164 purchase orders and 445 formal contracts amounting to \$57,635,000 for a variety of supply, services, and equipment that represent 68,632 individual items.

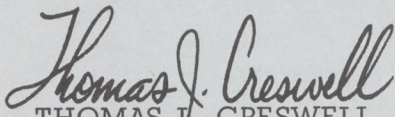
....COST-CONSCIOUS. Center involvement in efficient and economical uses of resources has resulted in numerous energy conservation and cost reduction projects. Through the application of energy conservation measures, we were able to reduce our energy consumption and realized a savings of \$244 thousand. Center employees submitted suggestions and performed special achievement projects that resulted in nearly \$180 thousand in benefits. Management improvement techniques such as conversion of ADP reports and FAA supply catalogs to computer output microfiche (COM) will result in nearly \$135 thousand in savings over the next two years.

...A TIME OF CHANGE. Throughout the year, many changes have occurred. In an effort to make more parking available to employees, a new parking system was established which reduced reserved parking spaces and re-located government vehicle parking. Also, a flight line security system was established which monitors all activity in Hangars 8, 9, 10, and adjacent ramp areas. Union representation was established in the Data Services Division. In the area of EEO, 41 positions were restructured to the trainee level to provide opportunities for lower graded employees. Minorities and women appeared on 65% of all merit promotion lists. The 20% promotion rate for minorities and 34% for women point out a willingness and readiness to supply and apply the principles of equal employment at the Center.

The Center's planning process was implemented in a 5-Year Plan which identifies work objectives that are directed toward the accomplishment of agency goals. Objectives were established to support the Center's general management goal to increase workforce utilization. In support of this goal, organizational responsibilities and supervisory delegations were validated and clarified as appropriate, certain technical and administrative positions were eliminated, and appropriate technical and clerical relationships were improved.

A FORERUNNER OF THE FUTURE. In addition to pointing out your accomplishments this past year, I would like to share with you those items which will receive emphasis in Fiscal Year 1976. We plan to review and expand our work objectives program and emphasize improvements in the following areas -- performance standard development for objectivity in performance evaluations, travel guidelines, mobility of Center managers and supervisors, and ground safety performance. Also, in an effort to assure that equal employment opportunity is a fact at the Center, we plan to increase the number of minorities and women in supervision and management positions as well as implement a new approach to the Upward Mobility Program.

I am impressed by the significant accomplishments and statistics that were achieved. Thank you for the cooperation and participation it took to bring this about. I am personally proud to be a part of the Aeronautical Center and look forward to Fiscal Year 1976 in anticipation of yet another bigger and better year.

  
THOMAS J. CRESWELL  
Director, Aeronautical Center



# AERO CENTER intercom

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

75-30 July 30, 1975

## ATLANTA AND MACON TURN ON AWANS

### **AUTOMATED FSS TEST BEGINS**

FAA's most ambitious effort so far to automate flight service stations began with a year-long test last week at the Atlanta FSS. AWANS--Aviation Weather and Notice to Airmen System--will give flight service specialists, at the touch of a keyboard, all the information they need to provide pilots with pre-flight and in-flight briefings. The system also permits quick processing of flight plan data. Virtually all time consuming paper-handling will be eliminated. Developed for the agency by Texas-based E-Systems, Inc., at a cost of \$2.8 million, the system includes electronic display screens and message keyboards at the FSS (Continued on page 2)

### **A TWO-GUN FLOP**

Whether the two fugitives apprehended in Eugene, Ore., last month actually intended to hijack a plane isn't certain, but it is certain that they were caught by security screening devices long before they got close to the aircraft. This is what happened: the two men carrying fake identification, including a fraudulently obtained passport, and using assumed names, tried to board the flight with an arsenal of two hand-guns and a knife. Predictably, screening devices including the x-ray machine "saw through" the plot. After the men were arrested, police and FBI agents identified the two would-be passengers as fugitives from California wanted on drug and burglary charges. Instead of flying to freedom, the two were extradited to California to face the previous felony charges. (An INTERCOM reporter, who recently tried to pass through screening devices at Tampa, Fla., with an aerosol can of suntan lotion, will also vouch for the efficiency of the system.)

### **COLEMAN PUSHES EEO**

In a recent speech to the NAACP, Secretary Coleman stated his intention to increase minority employment in DOT by 3,400 positions during the coming year. He said equal opportunity will not be achieved until minority and women employees hold jobs at all grade levels, not just the lower end. As an example of a successful minority employment effort, Coleman cited FAA's 150 Program which has trained 1,100 persons for air traffic and electronic technician jobs. Coleman's goal is 20 percent minority employment in DOT.

\* \* \*

### **MAYOR LATTING TO SPEAK**

July 31 on role of women in government. See page 4.

\* \* \*

July 30, 1975

- 2 -

AUTOMATED FSS (Continued from page 1) . . . which are linked to a small computer in the station. The computer receives and processes weather and NOTAM data sent by FAA's National Communications Center in Kansas City, Mo. Also available are weather radar pictures and facsimile maps transmitted electronically by the National Weather Service. A smaller complement of equipment, driven by the Atlanta computer, is installed in the Macon, Ga. FSS as a "satellite" operation. The agency will use experience gained with AWANS in future nationwide FSS automation programs.

ORDERS CANCELLED . . . The Airports Service announces the cancellation of the following orders: Order 5300.2, Runway Visibility Zone dated 2/18/70; and Order 5300.4, Utility Airports, AC 150/5300-4A-Runway Length, dated 6/12/70. The information previously contained in these two orders has been incorporated in the revised Advisory Circular 150/5300-4B, Utility Airports - Air Access to National Transportation, dated 6/24/75.

FAA REDUCING DRAG TO MAKE AIRPORT PROGRAM FLY RIGHT . . . FAA has launched a major effort to streamline the administration of its airport aid and planning programs. Aims of the effort are to simplify procedures for airport operators applying for aid and the elimination of unnecessary delays in processing requests. The streamlining program is based on recommendations by a special task force chaired by Southwest Regional Director Henry Newman. Included in the effort are the Airport Development Aid Program (ADAP), the Planning Grant Program (PGP) and the National Airport System Plan (NASP).

LAST TWO TCAs SET . . . The program to establish Group II Terminal Control Areas (TCAs) around 12 high density airports to enhance safety of aircraft operations in those areas is nearing completion with the announcement last week by the agency that rules have been issued to set up the New Orleans TCA on July 17 and the Kansas City area August 1. Aircraft operating to and from primary and secondary airports within Group II TCAs are required to carry a 4096-code transponder capable of providing discrete identity information to air traffic control. Also, aircraft must obtain authorization from air traffic control prior to entering the TCA and maintain two-way radio communications with ATC once inside. Other Group II TCAs are already in effect at Seattle, Minneapolis, Denver, Houston, Cleveland, Pittsburgh, Las Vegas, Philadelphia, Detroit and St. Louis.

AIRWORTHINESS RULE CHANGES PROPOSED . . . The agency has issued the eighth and last in a recent series of notices of proposed rule making (NPRM) that would revise and update a number of airworthiness standards. The NPRM deals generally with certification procedures involving various airworthiness standards for aircraft engines and propellers. The NPRM is based on proposals submitted for discussion at FAA's Biennial Airworthiness Review Conference, December 2-11, 1974, in Washington, D.C.

July 30, 1975

QUESTION OF NOISE . . . Are curfews an appropriate method for dealing with noise problems at airports? And what about limiting the total number of operations at airports, banning aircraft that do not meet Federal Noise standards, or prohibiting jet operations altogether? In a notice published in the Federal Register on July 9, these and other questions have been posed by the agency in an effort to elicit comments from the aviation community and the general public which will be used to develop a national "Airport Noise Policy."

NEW WRINKLE IN FSS AUTOMATION EFFORT . . . A one-year test of a semi-automated data handling system resembling AWANS (see page 1) will begin at the Chicago flight service station next month. Four cathode ray tube display screens and keyboards will be used by the flight service specialists to obtain NOTAMS and U.S. and international weather for pre-flight briefings to pilots. The display screens will be linked to the agency's computerized National Communications Center in Kansas City, Mo., which will respond to requests for weather data in two to three seconds. Total cost for the year-long test, including leased displays and communication lines, is about \$33,000.

FAA GOES TO FLY-IN . . . The Flight Standards Service and the Great Lakes region will be represented at the 23rd Annual Experimental Aircraft Association Convention and Fly-In at Oshkosh, Wis., July 29 through August 4. Staff members of the Flight Standards Quality Standards Branch and General Aviation Division will be on hand at an FAA display booth to offer technical and educational information to amateur aircraft builders and the general flying public. Air traffic controllers from various Great Lakes facilities will keep traffic running smoothly at the airport, which will be the nation's busiest during the Fly-In. Over 300,000 people attended last year's Fly-In.

PAY PANEL PONDS PURSE POWER . . . The President's newly appointed Panel on Federal Compensation is considering sweeping changes in pay systems for the 3 million Federal employees, including:

- o Should comparability apply to fringe benefits as well as to base pay?
- o Should GS employees be paid under local salary schedules as blue collar employees currently are?
- o Should within-grade increases be based only on performance instead of primarily on length of service?
- o What roles should the Executive Branch, Congress and labor unions play in determining pay and benefits?

At the first meeting of the panel, its chairman, Vice President Rockefeller, stated his belief that Federal pay must remain highly competitive with industry to attract and retain the best possible people.

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period July 31 - August 6:



July 31 - Depot Section Chiefs' Meeting, Hdq. Auditorium, 10:00 a.m.

July 31 - Recognition of Women in Government - International Women's Year - Hdq. Auditorium 2:00 p.m.

August 1 - New Employee Orientation, Hdq. Room 153, 1:00 - 4:00 p.m.

August 5, 6 - Working group on systems accuracy, AFS-560, ARB Room 206C, 8:00 - 4:30

\* \* \* \* \*

INTERNATIONAL WOMEN'S YEAR PROGRAM . . . Patience Latting, Oklahoma City's Mayor, will speak in the Headquarters Auditorium at 2:00 p.m. on July 31, 1975, at the invitation of the Federal Women's Program Committee. In honor of International Women's Year, Mayor Latting will discuss women's role in government. Everyone is invited, and the Committee encourages each organization to be well represented to assure a big turnout for this distinguished visitor.

\* \* \* \* \*

LONG TERM TRAINING OPPORTUNITIES . . . Each year the agency announces Long Term Training Programs available to FAA employees for the coming year. (Example: Education for Public Management, Career Program for Federal Officials at Mid Career, Industrial College of the Armed Forces, Air War College, and the Air Transportation System Specialist Development Program.) A notice announcing these programs is expected to be distributed about the third week in August. We suggest that anyone interested in one or more of the programs visit the Training Branch, AAC-17, Room 154, Headquarters Building, and study the material available. By considering your interest now, more time will be available for making application.



EMPLOYEE AWARDS . . . Congratulations to Paul Clark, AAC-240, and Al Camire, AAC-485, who were each presented a Quality Step Increase Award during the Director's staff meeting on July 29.

STATE TAX DEDUCTION CHANGE . . . The Oklahoma Income Tax Commission has changed the method of computing state tax deduction from a percentage of the federal income tax to the formula shown below. This formula will be implemented into the payroll system effective with the payment of Pay Period No. 17 (August 3-16, 1975), and the same number of dependents claimed by employees for federal tax deduction will be used for state tax deduction. If an employee desires to claim a different number of dependents for state tax deduction, he should fill out Form TD W4, writing at the top of the form "OKLAHOMA STATE TAX" and forward to the Payroll Branch, AAC-24. Failure to enter "OKLAHOMA STATE TAX" on the form will result in your federal tax being changed. The Oklahoma State Tax Commission does not have a form for this purpose.



To figure what your deduction will be, start with your semi-monthly or bi-weekly payroll gross wages and use the following formula:

Gross wages minus (\$28.84 X Number of Exemptions) minus (\$38.46 or 15% of gross wages, whichever is larger, not to exceed \$76.92) = Net Taxable Income.

Net Taxable Income X Applicable Rate (see table below) = amount of state tax to be withheld.



SINGLE			MARRIED		
1/2 of 1%	of First	\$38.46	1/2 of 1%	of First	\$ 76.92
1%	of Next	57.70	1%	of Next	115.38
2%	of Next	48.08	2%	of Next	96.16
3%	of Next	48.08	3%	of Next	96.16
4%	of Next	48.08	4%	of Next	96.16
5%	of Next	48.08	5%	of Next	96.16
6%	of Remaining Amount		6%	of Remaining Amount	

SABRELINER TO L.A. . . . N-52 is the first FAA Sabreliner to be assigned to flight inspection work in the field. While at the Aeronautical Center, the Aircraft Services Base modified its electronic equipment to prepare it for flight inspection, after which the Academy used it for crew transitioning from DC-3 to Sabreliner. It will now be used by FINFO in the Los Angeles Flight Inspection Field Office.

July 30, 1975

- 6 -

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets are available from the EA Office:

- Gaslight Theatre - Price \$7.75
- 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 on Friday nights
- Oklahoma Auto Racing on Tuesday nights
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

Also available are the following:

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

Group discount tickets will be available for the Kansas City Chiefs pre-season football games in August and September. We must have 25 or more on any given week-end to get a \$2.00 discount. See Bob Hayes or Betty.

Your EA Office will have State Fair Ice Capades and Rodeo tickets on sale starting August 4.

Tickets for the following are on sale in the Employees Association Office until 1:00 p.m. on August 4, 1975:

THE THREE DIMENSIONS OF JOY  
In Musical Concert  
Present

"GOD'S TROMBONE"

by

James Weldon Johnson

Featuring: Mrs. Freddie M. Williams  
Rev. Joe Edwards  
Tyrone Wilderson  
Sherman Ross

Saturday, August 9, 1975, 7:30 p.m.  
Civic Center Music Hall

Tickets: \$5.00, \$4.00, \$3.00

July 30, 1975

= 7 =

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: August 6, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ACCOUNTING DIVISION</u>			
75-217	CANCELLED/OPERATING ACCOUNTANT, GS-510-9	AAC-23	
75-354	Operating Accountant, GS-510-7	AAC-23	510
This position has promotion potential to GS-9.			
75-355	Accounting Technician, GS-525-6	AAC-22	525
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
75-356	Bindery Worker, WG-4402-5	AAC-45	JE-4600
<u>CIVIL AEROMEDICAL INSTITUTE</u>			
75-357	Clerk-Stenographer, GS-312-5	AAC-110	312
75-358	Secretary (Stenography), GS-318-5	AAC-140	318
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
75-359	Aircraft Data Systems Specialist, GS-301-9	AAC-250	301-7

Temporary promotion NTE 1 year. Specialized experience is designing systems for computer applications and/or aircraft registration and recordation experience.

July 30, 1975

- 8 -

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA DEPOT</u>		
75-360	Clerk-Stenographer, GS-312-4	AAC-400	312
This announcement will be used to fill all like positions in the Depot for 90 days.			
75-361	Supply Cataloger, GS-2050-5	AAC-490	2000
This position has promotion potential to GS-7 without further competition.			

---

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Vernon Erfurth	Supervisory Electronics Technician (Avionics)	AFS-500	FINFO-75-26
Billy Rhodes	Aircraft & Avionics Maintenance Officer	AFS-500	FINFO-75-27
Julie Stanford	Correspondence Clerk (Typing)	AAC-250	75-196
Susan Schmidt	Clerk	AAC-260	75-197
Wanda White	Statistical Clerk (Typing)	AAC-820	75-200



# AERO CENTER intercom

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

75-31 August 6, 1975

FAA AERO CENTER

RECEIVED

AUG - 6 1975

## AERONAUTICAL CENTER VISITORS

LIBRARY

There is a pride in all of us who work at the Aeronautical Center in being able to show our family, friends, and others where we work. Summer months are particularly good for showing off our facilities to vacationing visitors of children out of school.

We encourage visitors to the Aeronautical Center, and in fact, have established procedures for ensuring that they are afforded the best opportunity possible to see those portions of the Center where they have the greatest interest. These procedures, outlined in AC 1210.1B, Arranging Tours of Aeronautical Center Facilities, and repeated in AC 1600.21B, Plant Protection Handbook, are designed for minimum interruption of work, maximum safety for all concerned, proper protection of the facilities, and an orderly, efficient tour.

The procedures are applicable to anyone in an Aeronautical Center work area where they do not have official business. They include Aeronautical Center employees, employee's family members or friends, FAA regional or Washington personnel, organized groups or individuals of the general public, and anyone else not meeting the basic criteria of having official business in the area. The procedures are not meant to preclude normal contact with industry representatives in the course of doing business. Your attention is specifically directed to paragraph 5c of AC 1210.1B, which states "All AC employees will refer to AAC-5 all requests for tours, whether the request originates from outside the Center or from an employee or group of employees."

Effective immediately, a visit to any or all areas of the Aeronautical Center will adhere to these procedures. Deviation from this policy will have to be construed as a violation of Aeronautical Center procedures and will be handled accordingly.

ATC AND HOW IT WORKS . . . In order to learn more about how the air traffic control system works, a record number of pilots, 2,213 in all, attended Operation Rain Check seminars presented by Eastern Region facilities in FY 1975. The program, designed to familiarize pilots with the services available to them from FAA, explains step-by-step how ATC works from the time a pilot files a flight plan, through his clearances and handoffs from one facility to another, to the time he closes the flight plan. Agency facilities participating in the record effort were: the New York and Washington enroute centers, the New York Common IFR Room, plus Buffalo, Philadelphia, Richmond, Syracuse and Washington National towers.

BUDGET BILL APPROACHES LIGHT AT END OF TUNNEL . . . The Senate last week passed the DOT appropriations bill, restoring \$22 million to FAA that was previously cut by the House. Restored was \$15.5 million for Research, Development and Engineering and \$6.5 million for Operations. The total appropriation by the Senate for FAA stands at \$1.645 billion. As did the House, the Senate defeated an amendment to the bill that would have had the effect of preventing flights to the U.S. by the supersonic Concorde aircraft. Differences between the House and Senate bills will be resolved by a conference committee when Congress returns from its August recess.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO), Montreal - 2 years: PC-8/75 Planning & Evaluation Officer, P-4/P-5, Gross: P-4 \$24,220 & P-5 \$30,540 & Net (free of tax): P-4 \$17,532 & P-5 \$21,324 per annum. Applications due in AIA-29 ASAP. Bangkok - 2 years: PC-9/75 Technical Officer, RAC/SAR, P-4, Gross: \$24,220 & Net (free of tax): \$17,532 per annum. 3 years: PC-10/75 Technical Officer, RAC/SAR, P-3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum. Paris - 3 years: PC-11/75 Technical Officer, RAC/SAR, P-3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum. Lima - 3 years: PC-12/75 Technical Officer, OPS, P-4, Gross: \$24,220 & Net (free of tax): \$17,532 per annum. Cairo - 3 years: PC-13/75 Technical Officer, OPS, P-4, Gross, \$24,220 & Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by August 20, 1975. Montreal - 2 years: PC-17/75 Technical Officer, AGA, P-3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum. PC-18/75 Chief, Planning and Evaluation Office, P-5, Gross: \$30,540 & Net (free of tax): \$24,220 per annum. Applications due in AIA-29 by September 18, 1975. PC-14/75 and PC-15/75 Language Officer (Translator), P-2, Gross: \$15,750 & Net (free of tax): \$12,025 per annum. PC-16/75 Language Officer (Interpreter/Translator), P-3, Gross: \$19,670 & Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by August 25, 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.

August 6, 1975

LONG-TERM TRAINING OPPORTUNITIES . . . Long-term training opportunities for the 1976-77 academic year will be announced by Notice in August. The deadline for submitting applications has been set for late September. Prospective applicants should now prepare SF-171's and obtain official academic transcripts. Programs to be offered include: Education for Public Management (Cornell, Harvard, Indiana, MIT, Princeton, Southern California, Stanford, Virginia, University of Washington); Air Transportation Systems Specialist Development Program (University of California, Berkeley); Educational Program for Federal Officials at Mid-Career (Princeton); Air War College (Maxwell AFB, Alabama); and Industrial College of the Armed Forces (Ft. McNair, Washington, D. C.).

FAA/PATCO LABOR AGREEMENT . . . The newly negotiated labor agreement with PATCO, which became effective July 8, extends for a two-year term. Highlights of the agreement include an improved grievance procedure, immunity program guarantees, more liberal temporary promotion procedures, and expanded employee rights. In addition, the parties negotiated numerous changes and refinements to the language of the previous agreement, covering many matters affecting personnel policies and practices and other matters affecting working conditions.

SUMMERTIME, AND THE READIN' IS EASY WITH FAA WORLD'S AUGUST ISSUE . . . The helicopter is on its way to being a "Fair Weather Friend No Longer" to offshore drilling rigs, as IFR routes are tested . . . "Briefers Banish Paper Blues" with a novel way to get the weather . . . It was "A Day Like No Other Day" when an FSS juggled eight assists . . . Going to work in comfort is the point of "High-Style Commuting" . . . For nearly 40 years, this controller "Can't Seem To Stay Away From Aviation" . . . FSS specialists really learn their business when they're "At Both Ends of the Mike" . . . Read about the "Aero Center's Navigation Fix-It Shop," the first of its kind . . . And keep abreast with the Federal Notebook, Faces and Places, Heads Up, Direct Line and Small World.

CONGRESS FAVORS PAY INCREASE FOR GOV'T EXEC'S . . . Both houses of Congress last week voted to give top Federal officials the same percent salary increase that all lower level Federal employees may receive in October. Top level General Schedule employees in particular will benefit from an increase, since they have not received a raise since 1969. Their salaries are frozen at \$36,000, which now includes GS-15, Step 8, through GS-18. Advisors to the President have recommended an 8.6 percent salary increase. If the President asks for a lower percentage, Congress can still approve an 8.6 percent increase with a majority vote in either house. Included in the prospective pay raise by the Congressional action are executives in the Federal civil and military services, Representatives and Senators, Cabinet heads, the Vice President and certain Federal judges.

YEAR'S FLIGHT SAVES AT 2,877 . . . The agency's air traffic control specialists can look back on FY 1975 with pride at the 2,877 flight assists they provided to distressed aircraft carrying almost 4,800 people. Announcing the statistics, Acting Administrator Dow said many of these people "might have suffered serious injury or death except for the professional competence of FAA controllers and flight service specialists who guided them to safety." FSSs logged 1,341 assists, while towers made 1,114 and centers made 422. Lost pilots accounted for 1,723 assists, with equipment failure, bad weather, low fuel and landing gear failing to extend responsible for the others.

WOMEN IN AF TECHNICAL POSITIONS . . . The Airway Facilities Service, the first organization with the FAA to establish a program aimed specifically at hiring women for technical positions, reports an increase of over 300 percent during the past year in the number of women occupying positions in the major technical occupational groups (engineers, electronic technicians, and general facilities and equipment technicians). The special emphasis program was initiated by the Airway Facilities Service on June 24, 1974, and was implemented by the regional directors and AF Division chiefs under regional EEO Affirmative Action plans. Some of the women have been recruited from private industry or the military services; however, the majority received training at the FAA Academy and on-the-job training at field facilities. In FY 1976, the program will be expanded to include certain quasi-technical positions which provide support for AF technical activities, e.g., field logistics specialists, computer operators and engineering drafters.

ON THE WAY UP . . . A trio of FAA executives who have been serving in acting capacities have been appointed as office director and deputy directors. Thomas P. Messier, Director of the Office of Aviation System Plans, was appointed last month. Messier was previously acting Chief of the Aviation Policy Division. He joined the agency as an electronic technician in 1964 in the Alaskan Region.

Appointed deputy directors were Elden P. Nootenboom, Office of Management Systems, and Milton B. Meisner, Office of Aviation Policy. Nootenboom had been Assistant Chief, Data Systems Division and before that Chief, Systems Planning Branch in MS. Before stepping into the deputy slot, Meisner was Chief of the Aviation Policy Division, Office of Aviation Policy and Plans. Prior to that he served as Special Assistant to the Associate Administrator for Plans.

August 6, 1975

COMING EVENTS . . . The following meetings have been scheduled for the period August 6 through 13:

August 7 - Engineering & Production Branch, AAC-440, Safety Meetings, Hdq. Auditorium, 9:30 and 10:30 a.m.

August 13 - AAC-943 Supply Lecture, ARB, Room 206A, 8:30 - 10:30.

RETIREEES . . . During the months of June and July, 1975, the following sixty-seven Aeronautical Center employees retired:

BORIN, Cecil	AAC-830	MILER, Roy	AAC-20
BOWLIN, Cosmo	AAC-70	MILLER, Leroy	AAC-830
BRANHAM, Raymond	SEA FIFO	MILLS, Myrtis	AAC-480
BRIDGES, Robert	AAC-950	MORRIS, Joel	AFS-500
BRUMMETT, Inez	AAC-24	MORRIS, Mary	AAC-20
BRYAN, Ella	AAC-911	MOTE, Ellis	AAC-340
BURT, Waldo	AAC-440	MURRAY, Ray	AAC-914
CAMMACK, SR., Marvin	AAC-50	MUSSYAL, Charlie	AAC-50
CARLTON, Forest	AAC-430	MCCORKLE, Howard	AAC-40
CLARK, Ernest	AAC-913	MCDARIS, Charles	AFS-500
CRAWLEY, Margaret	AAC-340	MCELDERRY, Iola	AAC-140
CROMWELL, Paul	AFS-500	PETERS, Edmund	AAC-480
DARVIN, William	AAC-440	PHELPS, Chester	AAC-430
DICKEY, JR., William	AAC-200	PORTER, Nancy	AAC-20
DUNCAN, Martha	AAC-20	REA, Ralph	AAC-440
FALVEY, Loretta	AAC-911	RENDER, Zane	AAC-830
FOSTER, Walter	AAC-440	ROBERTSON, Earnest	AAC-50
FRY, Maxwell	AAC-440	ROGERS, Harold	AAC-950
GOUGH, Audrey	AAC-20	ROGERS, William	AAC-450
GRAHAM, David	AAC-930	ROWLAND, Elzan	AAC-440
GREGORY, Joe	AAC-940	SANDERS, Spencer	AAC-820
HALACKA, William	AAC-40	SCHOOLING, Forest	AAC-440
HASBROOK, Howard	AAC-100	SHARP, Roy	AAC-830
JACKSON, Tinsley	AAC-440	SHELTON, Elizabeth	AAC-90
JORDAN, Bob	AAC-930	SIMMONS, William	AAC-830
LADD, Walter	AAC-50	SORANNO, Vito	AFS-500
LAIN, Floyd	AAC-430	STEDMAN, V. Geniese	AAC-101
LEAVERTON, John	AAC-914	SUTULOVICH, Anastasia	AFS-500
LORD, Monty	AAC-490	WALKER, James	ATL FIFO
LOVELACE, Albert	AFS-500	WALKER, William	AAC-50
LUCKOWSKI, John	AAC-830	WATKINS, Virgil	AAC-810
MALONEY, Jack	AFS-500	WAX, Weldon	AAC-950
MARLOW, Roy	AAC-911	WHEELER, William	AAC-430
MATLOCK, Herbert	AAC-480		

UPWARD MOBILITY . . . In the July 24 special edition of INTERCOM, it was reported that 41 positions at the Aeronautical Center were restructured in FY-75 to provide entrance level positions for upward mobility candidates. These additional opportunities for employees resulted in 40 selections in 36 different job categories. Of these 40 selectees, 15 (or 37.5%) were male, and 25 (or 62.5%) were female. Seventeen (or 42.5%) of the selectees were minorities.

As reported in the special edition, Aeronautical Center efforts in the application of upward mobility principles will not only continue but will receive emphasis in FY-76. All employees are invited to consider their career goals and possible self-development which will prepare them to compete for opportunities as they arise.

EMPLOYEE AWARD . . . Congratulations to Walter Richardson, AAC-435, who was presented a Quality Step Increase Award in the Director's staff meeting on July 30, 1975.

SOUTH MACARTHUR CLOSED . . . Oklahoma City Traffic Control Office advised AAC-90 on August 4, 1975, that South MacArthur, from S.W. 89th to S.W. 104th, will be closed for approximately three weeks for resurfacing. Alternate routes are South Portland on the east and South Rockwell on the west. S.W. 104th will remain open to east and west bound traffic.

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

- State Fair Rodeo and Ice Capades. Buy now while you still have a little of a choice.
- Lincoln Plaza Playhouse Dinner Theatre - "Here Lies Jeremy Troy" starring Tab Hunter.
- Gaslight Dinner Theater - "Girl in the Freudian Slip"
- 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 on Tuesday nights
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

Also available are the following:

- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards
- FAA Business Cards - 1000 for \$9.00, 250 for \$6.50
- Oklahoma Fishing and Hunting Licenses for residents and non-residents.

August 6, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: August 13, 1975

For promotion consideration submit AC Form 3330-12.

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

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-362	Supervisory Librarian, GS-1410-12	AAC-44	1410
	<u>PROCUREMENT DIVISION</u>		
75-363	Contract Specialist, GS-1102-9	AAC-70	1102
	<u>AIR TRANSPORTATION SECURITY DIVISION</u>		
75-364	Clerk-Stenographer, GS-312-4	AAC-90	300-2
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-365	Engineering Technician, GS-802-11	AAC-110	802
	Requires experience in electro-mechanical systems, machine shop practices and medical and experimental appliances and devices.		
75-366	Medical Records Technician, GS-675-5	AAC-140	675
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-367	Supervisory Clerk, GS-301-5	AAC-250	300-B
	Specialized experience in the establishment and maintenance of files system.		
75-368	Supervisory Coding Clerk, GS-357-5	AAC-250	300-B
	<u>DATA SERVICES DIVISION</u>		
75-369	Computer Technician, GS-335-9	AAC-340	335
75-370	Computer Operator, GS-332-5	AAC-340	332
	This position has promotion potential to GS-7.		
	<u>FAA DEPOT</u>		
75-349	CANCELLED/EQUIPMENT SPECIALIST, GS-1670-9	AAC-440	
75-371	Equipment Specialist (General), GS-1670-9	AAC-440	1670
	Requires 2 years of electrical or mechanical or radar antenna repair experience or a combination of this experience.		
75-372	Electronics Technician, GS-856-9	AAC-440	856
	Requires 1 year of work experience on repair or overhaul of electronic test equipment to qualify.		
75-373	Machinist, WG-3414-12	AAC-440	JE-3414
75-374	Machinist, WG-3414-10	AAC-440	JE-3414
	This position has promotion potential to WG-11.		

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES, & GRADE	LOCATION	QUAL.
<u>MANPOWER DIVISION</u>			
75-375	Position Classification Spec., GS-200-5	AAC-15	200
This position has promotion potential to GS-11 without further competition.			
<u>FAA ACADEMY</u>			
75-376	Clerk-Typist, GS-322-4	AAC-950	300-2
75-377	*Electrical Engineering Tech.(Inst)GS-802-12	AAC-941	802-1
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, or regional Airway Facilities Division, the Washington office of Airway Facilities Service, or in the FAA research, development, or systems engineering.			
75-378	Education Specialist, GS-1710-9	AAC-933	1710

\*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.

TRANSPORTATION SAFETY INSTITUTE

TSI-75-3	Transportation Safety Manager (Highway Safety), GS-301-14	TSI	301
Requires at least 3 years of responsible experience in the formulation or administration of a program related to Highway Safety.			
TSI-75-4	Transportation Safety Manager (Motor Carrier Specialist) GS-301-13/14	TSI	301
Requires at least 3 years of responsible experience in the formulation administration and enforcement of Federal Motor Carrier Safety Regulations and the investigation review and analysis of motor carrier accidents.			
TSI-75-5	Transportation Safety Manager (Urban Mass Transportation), GS-301-13/14	TSI	301
Requires at least 3 years in the engineering, design, construction or operation of a mass transit system.			

-----  
 PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing date: August 13, 1975

Area of consideration: Limited to Oklahoma City geographical area.

FINFO-75-37	Secretary-Stenographer, GS-318-5	AFS-540	318
Temporary promotion NTE 1 year. This action may be extended or made permanent without further competition.			



# AERO CENTER intercom

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

75-32

August 13, 1975

## LOUD AND CLEAR

A study to improve FAA's air-ground radio communication facilities for air traffic control messages will be undertaken by Verve Research Corp., Bethesda, Md., under a \$149,504 agency contract. The minority-owned company will collect data on existing VHF and UHF facilities, as well as on future needs, to arrive at designs for modernization and performance enhancement of the facilities. Under an optional second phase of the contract, Verve would prepare detailed system designs for a model facility.

## MINORITY EMPLOYMENT

The total of 5,569 minorities employed in FAA at the end of FY 1975 represented 10 percent of the agency workforce and exceeded FAA's goal of 9.75 percent. As of June 30, 1975, female employment totaled 7,454, or 13.13 percent, somewhat short of the 14.75 percent goal.

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

## FAA TO DEFINE ATC PHRASES

In response to several suggestions, including a National Transportation Safety Board recommendation, FAA plans to publish a compilation of words and phrases used in the air traffic control system to reduce the potential for misunderstandings. To be circulated this month for public comment, the compilation includes definitions of some 600 terms in two sections--one for air/ground communications; the other for terms and acronyms important to understanding the ATC system. Final issuance is targeted for December. In a related effort, a special nine-member FAA task force, established last month, is following up numerous recommendations and suggestions on the ATC system received since last December from various sources. Composed of staffers from the AT and FS Services and a representative from the Defense Department, the task force will assure that comments on the ATC system receive every consideration and are implemented wherever possible.

## 3 FACILITIES + 1 HELICOPTER = FLIGHT SAVE

Illustrating Acting Administrator Dow's spotlight on flight assists (see last week's INTERCOM), the Air Traffic Service has reported an outstanding flight save in which a lost student pilot was guided to a safe landing last month by the New York enroute center after the New Castle, Del., tower relayed the distress call. Even though the pilot was over Pennsylvania hundreds of miles away from the ARTCC on Long Island, the center's farsighted remote radar spotted the plane, enabling controller Carlo Repetto to calm the panicky pilot and give him directions after controller Gordon Biggio first identified the plane with direction-finding equipment. The Philadelphia Flight Service Station lent a hand by alerting the center to an Army helicopter in the pilot's vicinity. Repetto directed the copter to the single-engine plane which followed the chopper to a safe landing at the Lancaster, Pa., airport.

August 13, 1975

- 2 -

ALASKA JOINS WEATHER NETWORK . . . The Alaskan Region is now electronically tied to the agency's Weather Message Switching Center in Kansas City, Mo. The teletypewriter network in Alaska, which was connected to WMSC in July, can directly send and receive weather observations to the center, thus eliminating a manually operated system that formerly served the region. Surface weather observations, forecasts and upper air and wind readings now are automatically distributed by WMSC to all flight service stations in Alaska from reporting points in the state and from locations in the northwest part of the lower 48 states. Hook-up of the Pacific-Asia Region to the switching center is scheduled for Jan. 1, 1976.

HOW DOES OUR GARDEN GROW? . . . FAA has called in the Army to help it get the bugs out. And the rodents and the weeds. The scene of the conflict will be various agency installations--where in many instances the FAA is the only resident--and the Army's role will be to train Airways Facilities personnel in the safe and non-polluting use of herbicides and pesticides. The training will be done by the Army's Academy of Health Sciences on a reimbursable basis for AF structures and grounds supervisory personnel. The emphasis will be on handling the chemicals without endangering oneself or others, polluting local water sources, or killing cultivated crops or flowers. The first class will begin in October and 150 AF employees will receive the training in FY-76. The training program will comply with both FAA and Environmental Protection Agency requirements.

NATIONAL PAYROLL MEETING . . . A national payroll meeting is being held in Washington this week to lay the groundwork for a single payroll system for FAA as well as Coast Guard civilian employees. Attending are representatives from ten FAA payrolling offices and the Offices of Accounting and Audit and Management Systems. The features of existing regional systems and a uniform payroll system that has been under development will be evaluated. The purpose of the conference is to determine which system is used.

ORDERS CANCELLED . . . Airports Service cancels Order 5370.2, Interim Specification for Runway and Taxiway Painting (Anti-Skid) dated 3/5/70; and Order 5100.21, Eligibility of Airport Pavement Surface Treatment Under ADAP dated 3/30/72. The information previously contained in these two orders has been incorporated in the new Advisory Circular 150/5320-12, Methods for the Design, Construction, and Maintenance of Skid-Resistant Airport Pavement Surfaces, dated 6/30/75. Also cancelled are: Order 3000.13A, FAA Academy Training Assignments; Order 6300.3, Multiple Radar Displays; Order 1100.1, Organizational Structure and Functions of the Aviation Policy Division; Order 1100.2, Organizational Structure and Functions of the Aviation Plans Division. These cancellations will be shown in the next Directives Checklist.

August 13, 1975

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period August 14 through 20:

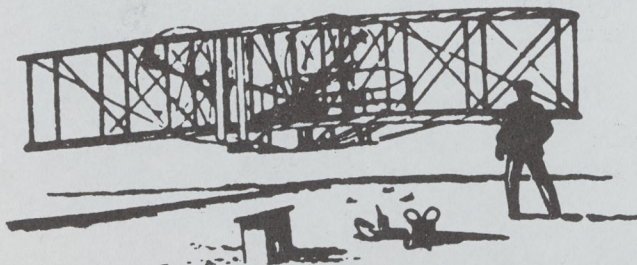
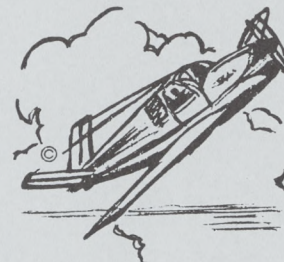
- August 15 - Summer Aid Awards Presentation, Hdq. Auditorium, 1:30 - 2:30.
- August 18 - 3-Screen briefing for Mr. Sides, OMB, and Mr. Peterson, ABU, Hdq. Bldg, Room 337, 8:00 - 9:00.
- August 20 - Employees Association Board of Directors' meeting, ARB, Room 206D, 1:30 - 3:00.
- August 20 - AAC-943 supply lecture, ARB Rooms 206A & C, 8:30 - 10:00.

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards during the Director's staff meeting on August 12:

Terri N. Powell, AAC-410, Special Achievement Award  
Wayne Farrell, AAC-480, Quality Step Increase Award



DENTAL INSURANCE PLAN AVAILABLE . . . A dental insurance plan, originally made available to DOT employees in Washington, D.C., is now being offered to FAA employees here under the auspices of the Aeronautical Center Employees Association. This plan will be available for a limited time only, so you might wish to review it right away to see how it could benefit you and your family. Applications and brochures will be made available some time this week through the Employees Association.



August 13, 1975

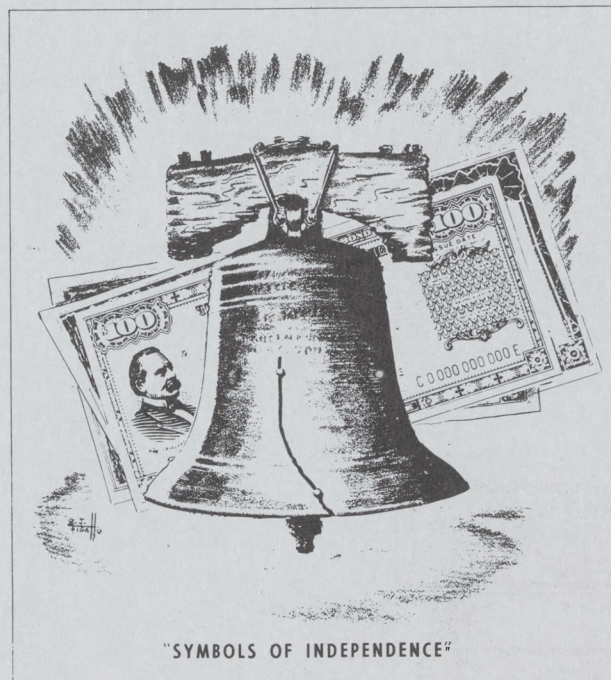
- 4 -

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

- State Fair Rodeo and Ice Capades, Box seats and rinkside tickets \$4.50; Lower reserve tickets \$3.75.
- Oklahoma Country Music, featuring top country bands and artists in the State of Oklahoma - Adult \$1.75, Child \$.75
- Lincoln Plaza Playhouse Dinner Theatre, "Here Lies Jeremy Troy" starring Tab Hunter. Playing now until August 23rd.
- Gaslight Dinner Theater, "Girl in the Freudian Slip"
- 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 on Friday nights
- Oklahoma racing on Tuesday nights
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

Also available are the following:

- Discount card to Aquarena Springs at San Marcos, Texas
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards
- FAA business cards - 1000 for \$9.00, 250 for \$6.50
- Oklahoma Fishing and Hunting Licenses for residents and non-residents.



August 13, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: August 20, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
75-379	<u>PROCUREMENT DIVISION</u> Procurement Agent, GS-1102-9	AAC-73	1102
75-366	<u>CIVIL AEROMEDICAL INSTITUTE</u> CORRECTION/MEDICAL RECORDS TECHNICIAN GS-675-5 Location advertised wrong.	AAC-130	675
75-380	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u> Clerk-Typist (OCR), GS-322-4	AAC-203	300-2
75-381	<u>FAA DEPOT</u> Inventory Management Specialist, GS-2010-5	AAC-486	2010
May be promoted to GS-7 without further competition.			
75-382	<u>AIRCRAFT SERVICES BASE</u> Sheet Metal Mechanic Helper, WG-3806-5	AAC-830	JE-3806
75-383	Quality Assurance Specialist (Electronic), GS-1910-11	AAC-820	1910

## PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>FAA ACADEMY</u>			
75-344	*Supervisory Aviation Safety Inspector (Operations-Instr), GS-1825-14	AAC-953	1825
75-345	*Electronics Technician (Instruction), GS-856-11	AAC-954	856

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.

75-352	*Electronics Engineer (Instruction), GS-855-13	AAC-940	800
--------	---	---------	-----

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 the FAA research, development, or systems engineering.

\*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.

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Robert J. Boatright	Electronics Mech. Foreman	AAC-440	75-121
Michael Smith	Storage Specialist	AAC-430	75-213
Jerry Wood	Supply Cataloger	AAC-490	75-221
Janetta Dame	Supply Clerk (Typing)	AAC-400	75-227
Barbara Hubbard	"	"	"
Forest Bolding	Medical Records Technician	AAC-130	75-334
Donnie Wynne	Supvsy. Computer Specialist	AAC-340	75-335
Douglas McBride	Aircraft Mechanic	AAC-830	75-339
Norma Spradlin	Secretary (Stenography)	TES-15	TSI-75-2



# AERO CENTER intercom

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

75-33

August 20, 1975

PROPERTY OF  
FAA AERO CENTER  
RECEIVED  
AUG 20 1975

FINAL ARTS III TURNED ON . . . The final Automated **LIBRARY** Terminal System (ARTS III) was commissioned at Dallas/Fort Worth Airport last week, August 13, marking the completion of a program that started with the signing of a contract with UNIVAC in February, 1969. Alphanumeric systems are now commonplace, but it was the ARTS III program that heralded this dramatic breakthrough in air traffic control. For the first time, controllers had essential flight information displayed on their scopes. The first of the 61 systems now in operation at the nation's busiest airports was commissioned at Chicago's O'Hare Airport in September 1971. Three other systems are currently being used for training and research. Also commissioned at Dallas/Fort Worth recently was the Terminal Communication Switching System. This computer-based system automatically switches radio frequencies and telephone lines so that a controller can instantly use any one of the lines or frequencies available at the facility.

FSS UNION ELECTION SET . . . FAA's flight service station specialists employed at FSSs and IFSSs will vote in October on what union they want to represent them or whether they want to be represented at all. This will be done through a mail ballot election giving voters the choice of the National Association of Air Traffic Specialists (NAATS), the Federal Aviation Science and Technological Association (FASTA/NAGE), or "no union." The election stems from a consent election agreement signed by the parties on August 12. On October 1, ballots will be mailed to all eligible employees at their home addresses. On October 22, the returned ballots will be counted in Washington. Election posters containing further details will soon be displayed at all flight service stations and international flight service stations, except those at Deming, New Mexico, and Balboa, Canal Zone, which are not involved in the election.

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

RESTORATION OF LEAVE . . . PL 93-101, passed in December 1973, permits the restoration of annual leave lost due to sickness, administrative error or exigencies of the public business (operational demands which prevent an employee from taking his previously scheduled and approved annual leave). There are certain requirements that must be satisfied before an individual can have his annual leave restored. The most important of these requirements are: (1) annual leave must be scheduled and approved in advance. In this regard, it should be understood that both employees and managers have definite responsibilities. Employees must be certain that they request the use of annual leave in order to avoid forfeiture. Managers, on the other hand, are responsible for scheduling and approving the annual leave of employees in order to assure that leave is not forfeited. The Civil Service Commission requires that annual leave must be scheduled no later than three biweekly pay periods prior to the end of the leave year. (2) Except in extreme emergency situations, exigencies of the public business which prevent an employee from taking scheduled and approved leave must be approved in advance by the appropriate authorizing official who has authority to restore the leave. Documentation to support restoration of leave on this basis must fully describe the nature of the exigency and indicate why leave cannot be rescheduled prior to the close of the leave year. In the case of emergency situations, documentation must clearly state why advance approval of the exigency was not requested. Employees may read FAA Handbook 3600.4, Chapter 2, for more specific guidance on the requirements for having forfeited annual leave restored. Aeronautical Center employees having questions concerning restoration of leave should contact AAC-16.

PILOT SELF-BRIEFING STUDY . . . An improved pilot self-briefing system is going on the road for a month, beginning this week, to allow pilots to comment on its usefulness. FAA tested the computerized self-briefing equipment with 1,200 pilots at 14 locations around the country last year. A combined NAFEC and Systems Research and Development team will now take the equipment to the Boston, Denver and Chicago areas. FAA believes that computers, communicating with pilots through self-briefing terminals, can provide vital information needed to prepare for flight and accept flight plans as well. Comments from the experiments will be incorporated in a developmental pilot self-briefing terminal which will be installed and demonstrated as part of the prototype co-located ARTCC-FSS project at Leesburg, Va., recently announced by Acting Administrator Dow.

August 20, 1975

UPWARD MOBILITY ORDER . . . Order AC 3300.9A, Aeronautical Center Upward Mobility Program, was signed by the Aeronautical Center Director on August 12, 1975. This Order, while not new, provides new emphasis to FAA's long standing policy of seeking candidates among its career people before recruiting outside the agency to fill desirable vacant positions. Under this new emphasis, career opportunities will be available to Aeronautical Center people by considering the use of upward mobility methods for filling every vacancy that occurs in our workforce.

WOMEN'S EQUALITY DAY . . . August 26, 1920, was the date that the 19th Amendment to the Constitution went into effect, giving women the right to vote. In celebration of the 55th anniversary of Women's Equality Day, the Washington Office of Civil Rights announces that it is planning a report on the status of women in FAA. Employees are invited to participate in the planning of the report by sending suggestions for topics and emphasis to the FAA Federal Women's Program Coordinator, ACR-3.

DEPUTY NAMED . . . Richard F. Golrick has been appointed Deputy Director of the Logistics Service. For the last five years he has been chief of the Policy and Plans Division, ALG. After serving with Army Ordnance in the Cleveland district for a number of years, he joined the agency in 1963 as Chief, Aircraft and Navaids Branch, Procurement Division.

A POWERFUL SYSTEM . . . With last month's commissioning of the system at the Houston ARTCC, Power Conditioning Systems (PCS) are now in operation at 16 enroute centers. These systems, which supply power instantaneously and automatically when there is an interruption of commercial power, have accumulated a total of over 62,000 hours of virtually trouble-free operation. The PCSs have maintained constant power during most critical periods--during thunderstorms when a power failure is most likely and the need for constant power most urgent. Because the system provides instantaneous battery power and operates only when actually needed, a genuine fuel saving has been realized by the conversion to the PCS. For instance at Kansas City, where the system has supplied essential power on 35 separate occasions, this saving has averaged 900 gallons of generator fuel a month. According to the current schedule, all 20 ARTCCs will be equipped with PCSs by October.

August 20, 1975

- 4 -

LONG TERM TRAINING OPPORTUNITIES . . . Information concerning the availability of long term training programs is available in the Training Branch, Room 154, Headquarters Building, Ext. 4156. Programs announced are: Education for Public Management, Air Transportation Systems Specialist Development, Education Program for Federal Officials at Mid-Career, Air War College, and Industrial College of the Armed Forces. All applications are due in the Training Branch, AAC-17, by September 26, 1975.

ANNUAL LEAVE PRIOR TO SEPARATION . . . Recently, several Aeronautical Center employees have requested leave immediately before separation from the agency. The following guidelines contained in agency handbook 3600.4, Absence and Leave, are provided for the information of all employees and supervisors:

"Annual, or vacation leave shall not be granted immediately prior to separation when it is known in advance that an employee will terminate his Federal service upon the expiration of leave, except as shown below:

a. GRANTING LEAVE PENDING DISABILITY RETIREMENT. Annual leave may be granted after all sick leave is exhausted when an employee is awaiting final decision on his claim for disability retirement.

b. GRANTING LEAVE PRIOR TO SEPARATION BY REDUCTION IN FORCE. Absence for interviews with prospective employers shall be charged to compensatory time off (if employee has compensatory time to his credit), annual leave, or leave without pay, in that order."

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards in the Director's staff meeting on August 19, 1975: Gary Wullenwaber, AAC-210, Quality Step Increase Award, Betty Gatliff, AAC-140, Special Achievement Award, and Donald C. Longhway, AAC-444, Quality Step Increase Award.

CLEVELAND AREA OFFICE REUNION . . . All former Cleveland Area Office personnel should have received an announcement concerning the dinner reunion to be held on September 27, 1975, at the Old Austria Restaurant in Rocky River, Ohio. If you have not been contacted and wish to attend, please call Betty Jeresko, Area Code 216, 522-4307.

August 20, 1975

OUTSTANDING SUMMER AIDS . . . On Friday, August 15, 1975, Special Achievement Award Certificates were presented to Adelaide (Sue) Patmon, and Fred Klatt. Miss Patmon, who graduated from Crescent High School in May, worked this summer in the Academy. Mr. Klatt graduated this year from Star Mont High School and worked this summer in Plant Engineering.

ANOTHER REUNION . . . The Flight Standards Retirees organization has scheduled their fourth annual reunion for October 1, 2, and 3, 1975, at the Menger Hotel in San Antonio, Texas.

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

- FREE TICKETS to '89er baseball game Saturday, August 23 at All Sports Stadium. Take the whole family FREE to see Oklahoma City vs. Wichita, at 7:30 p.m. Wichita is a farm club of the Chicago Cubs.
- State Fair Rodeo and Ice Capades - Box seats and rinkside tickets \$4.50; lower reserve tickets \$3.75.
- Oklahoma Country Music, featuring top country bands and artists in the State of Oklahoma - Adult \$1.75, Child \$.75
- Lincoln Plaza Playhouse Dinner Theatre, "Three Goats and a Blanket," starring Mickey Rooney, August 26 - Sept. 28.
- Gaslight Dinner Theater.
- 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 on Friday nights - last night Sept. 5.
- Oklahoma racing on Tuesday nights - last night Sept. 2.
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

Also available are the following:

- Discount card to Aquarena Springs at San Marcos, Texas
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards
- FAA business cards - 1000 for \$9.00, 250 for \$6.50
- Oklahoma Fishing and Hunting Licenses for residents and non-residents.

August 20, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: August 27, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
75-384	Accounting Technician, GS-525-7	AAC-22	525
Must have 1	year specialized experience at the GS-6 level.		
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-385	Mail Clerk, GS-305-4	AAC-45	300-B
	<u>PLANT ENGINEERING DIVISION</u>		
75-386	Production Controller (Construction)	AAC-53	1152
	GS-1152-7		
75-387	Utility Systems Operator, WG-5406-10	AAC-55	JE-5406
	<u>PROCUREMENT DIVISION</u>		
75-388	Purchasing Agent, GS-1105-5	AAC-72	1105
	This position has promotion potential to GS-7 without further competition.		
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-389	Medical Record Technician, GS-675-5	AAC-130	675
	This position has promotion potential to GS-6 without further competition.		



# AERO CENTER intercom

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

75-33

August 20, 1975

FINAL ARTS III TURNED ON . . . The final Automated Radar Terminal System (ARTS III) was commissioned at Dallas/Fort Worth Airport last week, August 13, marking the completion of a program that started with the signing of a contract with UNIVAC in February, 1969. Alphanumeric systems are now commonplace, but it was the ARTS III program that heralded this dramatic breakthrough in air traffic control. For the first time, controllers had essential flight information displayed on their scopes. The first of the 61 systems now in operation at the nation's busiest airports was commissioned at Chicago's O'Hare Airport in September 1971. Three other systems are currently being used for training and research. Also commissioned at Dallas/Fort Worth recently was the Terminal Communication Switching System. This computer-based system automatically switches radio frequencies and telephone lines so that a controller can instantly use any one of the lines or frequencies available at the facility.

FSS UNION ELECTION SET . . . FAA's flight service station specialists employed at FSSs and IFSSs will vote in October on what union they want to represent them or whether they want to be represented at all. This will be done through a mail ballot election giving voters the choice of the National Association of Air Traffic Specialists (NAATS), the Federal Aviation Science and Technological Association (FASTA/NAGE), or "no union." The election stems from a consent election agreement signed by the parties on August 12. On October 1, ballots will be mailed to all eligible employees at their home addresses. On October 22, the returned ballots will be counted in Washington. Election posters containing further details will soon be displayed at all flight service stations and international flight service stations, except those at Deming, New Mexico, and Balboa, Canal Zone, which are not involved in the election.

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

RESTORATION OF LEAVE . . . PL 93-101, passed in December 1973, permits the restoration of annual leave lost due to sickness, administrative error or exigencies of the public business (operational demands which prevent an employee from taking his previously scheduled and approved annual leave). There are certain requirements that must be satisfied before an individual can have his annual leave restored. The most important of these requirements are: (1) annual leave must be scheduled and approved in advance. In this regard, it should be understood that both employees and managers have definite responsibilities. Employees must be certain that they request the use of annual leave in order to avoid forfeiture. Managers, on the other hand, are responsible for scheduling and approving the annual leave of employees in order to assure that leave is not forfeited. The Civil Service Commission requires that annual leave must be scheduled no later than three biweekly pay periods prior to the end of the leave year. (2) Except in extreme emergency situations, exigencies of the public business which prevent an employee from taking scheduled and approved leave must be approved in advance by the appropriate authorizing official who has authority to restore the leave. Documentation to support restoration of leave on this basis must fully describe the nature of the exigency and indicate why leave cannot be rescheduled prior to the close of the leave year. In the case of emergency situations, documentation must clearly state why advance approval of the exigency was not requested. Employees may read FAA Handbook 3600.4, Chapter 2, for more specific guidance on the requirements for having forfeited annual leave restored. Aeronautical Center employees having questions concerning restoration of leave should contact AAC-16.

PILOT SELF-BRIEFING STUDY . . . An improved pilot self-briefing system is going on the road for a month, beginning this week, to allow pilots to comment on its usefulness. FAA tested the computerized self-briefing equipment with 1,200 pilots at 14 locations around the country last year. A combined NAFEC and Systems Research and Development team will now take the equipment to the Boston, Denver and Chicago areas. FAA believes that computers, communicating with pilots through self-briefing terminals, can provide vital information needed to prepare for flight and accept flight plans as well. Comments from the experiments will be incorporated in a developmental pilot self-briefing terminal which will be installed and demonstrated as part of the prototype co-located ARTCC-FSS project at Leesburg, Va., recently announced by Acting Administrator Dow.

August 20, 1975

UPWARD MOBILITY ORDER . . . Order AC 3300.9A, Aeronautical Center Upward Mobility Program, was signed by the Aeronautical Center Director on August 12, 1975. This Order, while not new, provides new emphasis to FAA's long standing policy of seeking candidates among its career people before recruiting outside the agency to fill desirable vacant positions. Under this new emphasis, career opportunities will be available to Aeronautical Center people by considering the use of upward mobility methods for filling every vacancy that occurs in our workforce.

WOMEN'S EQUALITY DAY . . . August 26, 1920, was the date that the 19th Amendment to the Constitution went into effect, giving women the right to vote. In celebration of the 55th anniversary of Women's Equality Day, the Washington Office of Civil Rights announces that it is planning a report on the status of women in FAA. Employees are invited to participate in the planning of the report by sending suggestions for topics and emphasis to the FAA Federal Women's Program Coordinator, ACR-3.

DEPUTY NAMED . . . Richard F. Golrick has been appointed Deputy Director of the Logistics Service. For the last five years he has been chief of the Policy and Plans Division, ALG. After serving with Army Ordnance in the Cleveland district for a number of years, he joined the agency in 1963 as Chief, Aircraft and Nav aids Branch, Procurement Division.

A POWERFUL SYSTEM . . . With last month's commissioning of the system at the Houston ARTCC, Power Conditioning Systems (PCS) are now in operation at 16 enroute centers. These systems, which supply power instantaneously and automatically when there is an interruption of commercial power, have accumulated a total of over 62,000 hours of virtually trouble-free operation. The PCSs have maintained constant power during most critical periods--during thunderstorms when a power failure is most likely and the need for constant power most urgent. Because the system provides instantaneous battery power and operates only when actually needed, a genuine fuel saving has been realized by the conversion to the PCS. For instance at Kansas City, where the system has supplied essential power on 35 separate occasions, this saving has averaged 900 gallons of generator fuel a month. According to the current schedule, all 20 ARTCCs will be equipped with PCSs by October.

August 20, 1975

- 4 -

LONG TERM TRAINING OPPORTUNITIES . . . Information concerning the availability of long term training programs is available in the Training Branch, Room 154, Headquarters Building, Ext. 4156. Programs announced are: Education for Public Management, Air Transportation Systems Specialist Development, Education Program for Federal Officials at Mid-Career, Air War College, and Industrial College of the Armed Forces. All applications are due in the Training Branch, AAC-17, by September 26, 1975.

ANNUAL LEAVE PRIOR TO SEPARATION . . . Recently, several Aeronautical Center employees have requested leave immediately before separation from the agency. The following guidelines contained in agency handbook 3600.4, Absence and Leave, are provided for the information of all employees and supervisors:

"Annual, or vacation leave shall not be granted immediately prior to separation when it is known in advance that an employee will terminate his Federal service upon the expiration of leave, except as shown below:

a. GRANTING LEAVE PENDING DISABILITY RETIREMENT. Annual leave may be granted after all sick leave is exhausted when an employee is awaiting final decision on his claim for disability retirement.

b. GRANTING LEAVE PRIOR TO SEPARATION BY REDUCTION IN FORCE. Absence for interviews with prospective employers shall be charged to compensatory time off (if employee has compensatory time to his credit), annual leave, or leave without pay, in that order."

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards in the Director's staff meeting on August 19, 1975: Gary Wullenwaber, AAC-210, Quality Step Increase Award, Betty Gatliff, AAC-140, Special Achievement Award, and Donald C. Longhway, AAC-444, Quality Step Increase Award.

CLEVELAND AREA OFFICE REUNION . . . All former Cleveland Area Office personnel should have received an announcement concerning the dinner reunion to be held on September 27, 1975, at the Old Austria Restaurant in Rocky River, Ohio. If you have not been contacted and wish to attend, please call Betty Jeresko, Area Code 216, 522-4307.

August 20, 1975

OUTSTANDING SUMMER AIDS . . . On Friday, August 15, 1975, Special Achievement Award Certificates were presented to Adelaide (Sue) Patmon, and Fred Klatt. Miss Patmon, who graduated from Crescent High School in May, worked this summer in the Academy. Mr. Klatt graduated this year from Star Mont High School and worked this summer in Plant Engineering.

ANOTHER REUNION . . . The Flight Standards Retirees organization has scheduled their fourth annual reunion for October 1, 2, and 3, 1975, at the Menger Hotel in San Antonio, Texas.

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

- FREE TICKETS to '89er baseball game Saturday, August 23 at All Sports Stadium. Take the whole family FREE to see Oklahoma City vs. Wichita, at 7:30 p.m. Wichita is a farm club of the Chicago Cubs.
- State Fair Rodeo and Ice Capades - Box seats and rinkside tickets \$4.50; lower reserve tickets \$3.75.
- Oklahoma Country Music, featuring top country bands and artists in the State of Oklahoma - Adult \$1.75, Child \$.75
- Lincoln Plaza Playhouse Dinner Theatre, "Three Goats and a Blanket," starring Mickey Rooney, August 26 - Sept. 28.
- Gaslight Dinner Theater.
- 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 on Friday nights - last night Sept. 5.
- Oklahoma racing on Tuesday nights :- last night Sept. 2.
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

Also available are the following:

- Discount card to Aquarena Springs at San Marcos, Texas
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards
- FAA business cards - 1000 for \$9.00, 250 for \$6.50
- Oklahoma Fishing and Hunting Licenses for residents and non-residents.

August 20, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: August 27, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
75-384	Accounting Technician, GS-525-7	AAC-22	525
Must have 1	year specialized experience at the GS-6 level.		
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-385	Mail Clerk, GS-305-4	AAC-45	300-B
	<u>PLANT ENGINEERING DIVISION</u>		
75-386	Production Controller (Construction)	AAC-53	1152
	GS-1152-7		
75-387	Utility Systems Operator, WG-5406-10	AAC-55	JE-5406
	<u>PROCUREMENT DIVISION</u>		
75-388	Purchasing Agent, GS-1105-5	AAC-72	1105
This position	has promotion potential to GS-7 without further competition.		
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-389	Medical Record Technician, GS-675-5	AAC-130	675
This position	has promotion potential to GS-6 without further competition.		



# AERO CENTER intercom

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

75-34

August 27, 1975

## ENROUTE CENTER AUTOMATION COMPLETED AT MIAMI

A ten-year program to automate and computerize the operations of all 20 Air Route Traffic Control Centers in the conterminous United States was completed August 26 as the Miami, Fla., center's radar data processing system was formally commissioned by Acting Administrator Dow in ceremonies at the Miami center. Dow said this last center to go fully operational under the program is "a milestone in the agency's efforts over the years to provide safe and efficient use of the Nation's airways. It marks the end of the manual approach to air traffic control and gives us a semi-automated system that we can augment, refine and more fully automate to handle following generations of enroute air traffic." Radar data processing provides direct readout of aircraft identity, altitude and other flight data on the controller's radar scope. (Continued on page 2)

### LA & KC WERE 1ST

The first of the enroute centers to go operational with radar data processing (RDP) were Los Angeles and Kansas City which were both commissioned on March 14, 1974. RDP is the second phase of the enroute center automation program. Phase I consisted of flight data processing--the automatic processing and transfer of flight data from one center or facility to another. This phase was completed when the computer-based equipment was commissioned at the Memphis ARTCC in February 1973. The first center to go operational with this equipment was Jacksonville, in June 1969.

### FLIGHT INFO SHINING BRITE

Bright Numerics equipment which gives controllers a coded aircraft identification number as well as a plane's altitude on TV displays in the tower cab went operational in the Fayetteville, N.C., and Fresno, Calif., towers this month. The equipment is also expected to be commissioned at Cedar Rapids, Iowa, this week. BRITE displays, showing an aircraft's position but not altitude or identification number, have been in operation at intermediate traffic airport towers for some time, but this is the first time the numeric information--associated with the appropriate "target" or plane--has been added to the system. The equipment is expected to be installed in 38 towers and is scheduled to be delivered at the rate of four towers a week. The number of units to be delivered depends on the number of displays in use. Each tower mentioned here received three for local, approach and departure control.

CENTER AUTOMATION COMPLETED (Continued from page 1) . . . This information is presented in the form of electronically-generated data tags which move with the related aircraft target return or "blip." Formerly, controllers had to get much of this information through radio contact with the aircraft, write it on plastic markers known as "shrimp boats" and move these manually across the radar scope.

SABRELINER FLEET STILL GROWING . . . The fifth of 15 flight inspection Sabreliner jet aircraft was accepted by the agency this month at the Rockwell International plant at Los Angeles International Airport. The plane, which cruises at about 450 knots, was flown to Oklahoma City where flight inspection equipment is being installed. Of the planes that have already been delivered, two are stationed at Oklahoma City for FAA training purposes; one is being used for flight inspection of agency nav aids at the Oklahoma City Flight Inspection Field Office (FIFO); and the other is being flown by the Los Angeles FIFO. The new jet planes are gradually replacing the reliable but old DC-3s which have been used for flight inspection for many years. Of the 44 "3s" once in the flight inspection fleet, 15 have already been retired. All of the Sabreliners are expected to be delivered by January 1976 with the sixth coming next month.

ICAO SEEKING APPLICANTS . . . The following short-term assignments (four-month duration) are available under the International Civil Aviation Organization's (ICAO), Technical Assistance Programme: TA-75/104 Aeronautical Meteorology Expert (Adviser), TA-75/105 Communications Procedures Expert (Adviser), TA-75/106 Aircraft and Engine Maintenance Expert (Adviser), TA-75/107 Air Traffic Control Expert (Adviser), TA-75/108 NAV AID Maintenance Expert (Adviser) and TA-75/109 Telecommunications Equipment Maintenance Expert (Adviser). Location: Mexico City, Mexico. Salary: Level 4, Step 1; subject to confirmation. Gross: \$24,220 per annum and NET (free of tax): \$17,532. Applications due in AIA-29 by Sept. 19, 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. Applicants must speak Spanish fluently.

PARDON US . . . The "Orders Cancelled" item in the August 11 INTERCOM should have read: Order AV 1100.1, Organizational Structure and Functions of the Aviation Policy Division, and Order AV 1100.2, Organizational Structure and Functions of the Aviation Plans Division. New cancellations are: Orders 6300.2, Evaluation of English Electric Model 542 Magnetron (RIS:SM 6300.OT), dated 6/27/69 and 6770.1, Equipment Failure Reporting For Solid State Pole Mounted Markers, dated 4/16/69 are cancelled. Orders 6410.1, Test Procedure for RBDE-5 Scan Converter and Storage Tube, dated 8/11/65, and 9550.2, Delegation to Respond to Requests for R&D Effort Concerning Procurement Specifications and Drawings, dated 7/29/65. The above orders are cancelled without replacement and will be reflected in the next edition of the FAA Directives Checklist.

August 27, 1975

EMPLOYMENT RUN-DOWN . . . In observance of Women's Equality Day on Tuesday this week, here's a sampling of comparative statistics as of May on female, male and minority employment in FAA provided by the Office of Civil Rights: 53.2 percent of all men employed by the agency are in grades GS-9 thru 12; 15.4 percent of the women have those grades...there are 6,653 female employees, or 12.9 percent of total GS employees; 45,090 men, or 87.1 percent...there are 3,909 minority males and 1,226 minority females...13 minority women hold grades GS-13 thru 18 out of 17,169 employees who hold such jobs...Almost the same number of men and women hold GS=5 thru 8 jobs, but this represents 8.4 percent of the men and 56.5 percent of the women...minority men lead minority women at all grade levels except GS-1 thru 4 where there are nearly four times as many minority women.

DOW ON TV . . . An interview with Acting Administrator James Dow, filmed during the Experimental Aircraft Association Fly-In in Oshkosh, Wis., last month has been scheduled for broadcast on the Aviation Weather TV program on August 29. The time of broadcast varies in different cities, but the series is generally scheduled in the early evening. Now seen on approximately 200 stations of the Public Broadcasting Service network, the show may be seen in Washington on Channel 22 at 7 p.m.

ELTs STUDIED . . . FAA has launched a special survey to find out why emergency locator transmitters (ELT) inadvertently activate or do not activate in plane crashes. Since ELTs were first required on most general aviation airplanes a year ago, unwanted activations have averaged 500 a month. In the same period, ELTs did not activate in a number of airplane crashes. Initiated by the General Aviation Division of the Flight Standards Service, a Directed Safety Investigation from August 15 to December 15 will require Flight Standards inspectors and Airway Facilities technicians in the field to fill out reports on unwanted ELT activations and ELT performance in airplane crashes. Flight Standards inspectors also will complete reports on repair stations' ability to service ELTs and on findings by repair stations and ELT manufacturers on ELT malfunctions and repairs. The survey data will be analyzed by the Aeronautical Center to point the way toward remedial action.

FAA ACTS TO BAR UNSAFE FLIGHT ATTENDANTS' SEATS . . . A regulation that would require the removal of flight attendants' seats that pose a hazard to their safety or to the safety of passengers has been proposed by the agency. The proposed regulation would also set safety standards for any flight attendants' seats installed as replacements for those removed. The proposed regulation would apply to side-facing seats, those located in aisles or other access routes to emergency exits, those in or adjacent to galleys, and those located where the occupant might be struck by items dislodged from closets, galleys, or storage compartments. It also would apply to all seats mounted on cockpit doors.

August 27, 1975

- 4 -

VISIT FROM ACTING ADMINISTRATOR . . . James E. Dow, Acting Administrator for FAA, visited the Aeronautical Center on Thursday, August 21, and the Management Training School in Lawton on Friday, August 22. Mr. Dow held a press conference with local news media while in Oklahoma City to discuss FAA's role in aviation safety through research projects and updated air traffic equipment.

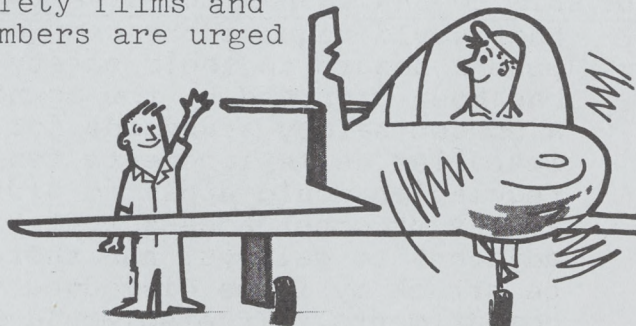
EMPLOYEE AWARD . . . Congratulations to Alma Ormiston, AAC-240, who was presented a Quality Step Increase Award in the Director's staff meeting August 26, 1975.

WOMEN'S EQUALITY DAY . . . This supplements the August 20, 1975, INTERCOM article on the same subject which announced that the Washington Office of Civil Rights plans to report on the status of women in FAA. Employees should forward any suggestions for topics and emphasis for the report to the Civil Rights Staff, AAC-9. The Federal Women's Program Committee will review such suggestions and forward them on to the FAA Federal Women's Program Coordinator, ACR-3.

ACCIDENT LOCATION . . . The Oklahoma City Police Department's Top Ten Accident Locations for 1975 list the intersection of South MacArthur and Newcastle Road as Number 7. Through July 1975, seven crashes with 15 injuries have occurred at this intersection. All Aeronautical Center drivers should use an extra measure of defensive driving when driving in this area.

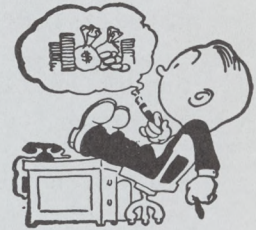
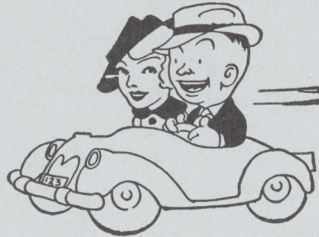


ATTENTION ALL FLIGHT CREW MEMBERS! . . . The Quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m. Wednesday, September 10, 1975, with a repeat session at 9:30 a.m. Thursday, September 11, 1975. The meetings will be held in the Headquarters Building Auditorium and will feature safety films and briefings. All flight crew members are urged to attend one of the sessions.



August 27, 1975

CONSIDER CARPOOLING . . . It may not be as convenient, and it denies us the feeling of independence we like to have, yet carpooling is the smart way to go. It is not smart to spend money on any activity where participation and expenses can be shared. Duplication of any effort with identical results (like going from Point A to Point B) is wasteful. Think about possible savings in your own pocketbook... Think about possible savings in the overall fuel supply... Consider carpooling.



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

- State Fair Rodeo and Ice Capades - Rodeo tickets for Saturday, September 27 at 12:00 noon and Sunday, September 28 at 1:30 p.m. and 7:30 p.m. - Prices \$4.50 and \$3.75. Ice Capades tickets for Friday, September 19 at 7:30 p.m.; Saturday, September 20 at 1:30 p.m.; Monday, September 22 at 7:30 p.m.; and Wednesday, September 24 at 7:30 p.m. Prices are \$4.50 and \$3.75.
- Lincoln Plaza Playhouse Dinner Theatre
- Gaslight Dinner Theater
- 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 on Friday nights - last night Sept. 5.
- Oklahoma racing on Tuesday nights - last night Sept. 2.
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

Also available are the following:

- Discount card to Aquarena Springs at San Marcos, Texas
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards

The Employees Association will sponsor a picnic at Springlake Amusement Park on September 14 from 1:00 p.m. to 5:00 p.m. Bring your own picnic lunch. Price \$1.50 each. Tickets may be bought in the Employees Association Office or from your EA representative.

August 27, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: September 3, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-391	Offset Press Operator, WG-4417-7	AAC-45	JE-4417
	<u>PLANT ENGINEERING DIVISION</u>		
75-340	CANCELLED/MOBILE EQUIPMENT BODY AND FENDER REPAIRER, WG-3809-8	AAC-56	
	Position will be filled at a lower grade level.		
75-392	Quality Inspection Specialist, GS-1960-7	AAC-53	1960
75-393	Maintenance Mechanic, WG-4749-10	AAC-55	JE-4749
	<u>MANAGEMENT ANALYSIS DIVISION</u>		
75-394	Industrial Engineer, GS-896-12	AAC-60	800
	<u>PROCUREMENT DIVISION</u>		
75-388	AMENDMENT/PURCHASING AGENT, GS-1105-5	AAC-72	1105
	This position has promotion potential to GS-6 without further competition.		
75-395	Secretary (Stenography), GS-318-5	AAC-70	318 334
	<u>DATA SERVICES DIVISION</u>		
75-396	Computer Specialist, GS-334-9	AAC-344	334
	This position has possible promotion to GS-11 without further competition. A classification audit will be made in 6 months to determine proper grade.		

August 27, 1975

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>FAA DEPOT</u>			
75-397	Identification and Condition Verifier, WG-6966-7	AAC-430	JE-6966
75-398	Quality Assurance Specialist, GS-1910-11	AAC-450	1910
Requires three years experience in quality control or inspection work coupled with electronic background. Position requires frequent travel.			
75-399	Inventory Management Specialist, GS-2010-9	AAC-480	2010
<u>TRANSPORTATION SAFETY INSTITUTE</u>			
TSI-75-7	Assistant for Operations, GS-301-14	TSI	301
TSI-75-8	Hazardous Materials Safety Specialist, GS-301-13	TSI	301

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Thurl Watson	Electronics Technician	AAC-440	75-89
Betty R. Fogle	Secretary (Stenography)	AAC-941	75-156
Thomas L. Hobson	Electrical-Mechanical Accessory Repairer	AAC-440	75-166
Glenda Melting	Warehouseman	AAC-430	75-187
Howard Wheeler	"	"	"
Don Wilson	Electronics Technician	AAC-830	75-201
Ronald Chambers	" "	"	"
Robert S. Bowers	" "	"	"
Ronald D. Freels	" "	"	"
Lloyd R. Cook	" "	"	"
Mark Sweeney	Accounting Clerk	AAC-23	75-205
Naomi Morgan	" "	AAC-21	"
Judy Spradlin	" "	"	"
Gayle Fransen	" "	"	"
Marianne Young	" "	"	"
Thomas Williams Jr.	Production Controller	AAC-53	75-209
John B. Conti	Utility Systems Operator	AAC-55	75-210
Charles Andrews	" " "	"	"
James R. Leeder	Electrical Equip. Repairer	AAC-440	75-214
Tommy B. Edwards	Procurement Agent	AAC-70	75-225
Nora Walkup	Conveyance Examiner	AAC-250	75-226
Robert Zielny	" "	"	"
Cipriano Jojola	Production Controller	AAC-45	75-331
W. C. Lee	Offset Press Operator	AAC-45	75-339
Peggy Goodlett	Operating Accountant	AAC-23	75-354



# AERO CENTER intercom

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

75-35

Sept. 3, 1975

### To Include Men and Women

#### CITIZEN' ADVISORY COMMITTEE ON AVIATION SET

FAA has established a Citizen's Advisory Committee on Aviation to replace the ten-year-old Women's Advisory Committee on Aviation. Seven men from the business, government and academic worlds have been invited to join the committee along with the present twenty women from the old committee. Rotating membership will eventually strike a balance between men and women. The committee makes recommendations to the FAA Administrator for improvements in the national aviation system. Recommendations from the women's committee adopted in the past by FAA covered upgraded flight instructor proficiency, improved format of aeronautical charts and the FAA Airport Beautification Program.

#### INSTANT HELIPORT

With no time to file a flight plan, a Fort Drum Army helicopter carrying a critically ill 11-year-old girl took off from Carthage, N.Y., for Rochester where immediate hospital treatment held the only hope for saving the girl's life. Once in the air, the copter radioed FAA facilities, which swung into action. The Watertown FSS told the Rochester tower of the incoming flight, and soon after, the pilot asked the tower for permission to fly directly to the hospital. Assistant tower chief Frank Maticchiera had his controllers direct the copter to the hospital and arranged with hospital staff to clear a landing area just outside the entrance. He also asked the local fire and police departments to stand by at the site and requested vehicles with emergency beacons to move into place to help the pilot spot the site. Then he drove to the hospital in a radio-equipped car and helped guide the pilot down. The girl was saved and soon released from the hospital.

#### BISPO NAMED AF-2

James L. Bispo, who was Deputy Eastern Regional Director from January 1974 to May 1975, has been appointed Deputy Director of the Airway Facilities Service. A 1958 graduate of Fresno State College with a B.S. in civil engineering, Bispo began his agency career that year as a civil/airways engineer in the Western Region. In 1964 he became a section chief and then served from 1965 to 1971 in the Pacific Region as assistant chief and chief of the budget division and then as Area Manager at Wake Island. From 1971 to 1974 he was Acting Chief, Environmental Systems Division, Airway Facilities Service, in Washington.

#### NEW FS DIVISION

A new Safety Regulations Division, AFS-900, has been established in the Flight Standards Service in Washington. It replaces the Regulations Staff, AFS-40, and Airworthiness Review Staff, AFS-70, which were abolished. Information on routing symbols and personnel assignments for the new division appears in Notice 1100.132.

LET'S TALK ABOUT NOISE . . . In order to give the public a voice in shaping a national "Airport Noise Policy," the agency will hold public hearings in four cities during September. The views of the general public, particularly those who live around airports, and users of air transportation services, as well as the views of potentially affected groups within the aviation industry are being solicited. The four cities and scheduled dates of hearings are: Los Angeles, Sept. 16 and 17; San Diego, Sept. 17; San Francisco, Sept 18 and 19; and Missoula, Mont., Sept. 22. In addition to these four cities, FAA is planning to hold hearings in as many as 10 to 20 other locations by the end of the year.

FIVE YEARS OF AIRPORT AID ACHIEVEMENTS . . . Construction of 85 new airports, 178 new runways, 201 runway extensions and 520 new taxiways are some of the major projects initiated by the agency during the five-year lifespan of the Airport Development Aid Program (ADAP). Funding authority for this program expired June 30, 1975. Summarizing the ADAP accomplishments in the Fiscal Year 1971-1975 period, FAA reported the issuance of \$1.3 billion in Federal grants to state and local governments to expand, improve and modernize their airport facilities. This is more money than was allocated during the entire 23-year history of ADAP's predecessor, the Federal Air to Airports Program. Typical of the projects at major airports were the development of the runway system at Dallas/Ft. Worth; the new "reef" runway at Honolulu International and extensive runway and taxiway work at Atlanta's William B. Hartsfield Airport. Of the new airports, 82 are for general aviation aircraft exclusively, including three designated as "reliever" airports for larger airline fields.

KEEPING DIRECTIVES CURRENT . . . The Office of Management Systems and the Directives Management Officers in Washington recently completed a review of 1,450 national and FAA Headquarters directives that were published more than two years ago and have not been revali-  
dated during the past two years. Based on the review, 225 directives were cancelled, 285 were changed or revised, and 910 were satisfactory and assigned new revalidation dates. It is planned to repeat this effort on a periodic basis to help keep the 170,000 pages of material in the agency's 7,000 directives as current as possible. But don't wait for the next review to check your directives. Everyone who is responsible for an agency directive has a continuing obligation to keep it up-to-date. An obsolete directive may be hazardous to aviation safety.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization, ICAO. Bangkok - PC-19/75 Technical, COM, P-4, Gross: U.S. \$24,220 per annum and Net (free of tax) - U.S. \$17,532 per annum. Applications due in AIA-29 by September 30, 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.

Sept. 3, 1975

FAA MEETS WITH THE BLIND . . . FAA has promised to help end discrimination against the blind in air transportation. Richard Skully, Director of the Flight Standards Service, last week sent a letter to the nation's air carriers advising them of the agency's position, expressed in a proposed rule, that the blind are not considered handicapped for emergency aircraft evacuation purposes and should not be denied boarding on that basis. Skully issued his statement after meeting with representatives from the National Federation of the Blind who earlier in the day led a demonstration outside the FAA Headquarters building. Skully added that the letter is an interim measure pending final action on the proposed rule.

MAKING ROOM WITH A BOOM FOR THE NEW . . . One, two, three . . . in less than three seconds the steel remains of the FAA Hangar at Anchorage International Airport, which was damaged irreparably by a fire last November, were demolished by explosive charges. After all explosives were wired together and the area cleared by airport police, the explosion went off at 6:20 a.m., Sunday, August 13. With a flash, dust flying, and a quick succession of explosions that sounded like machine gun fire, the steel skeleton of the hangar crumpled to the ground. Construction of a new hangar will begin as soon as the debris is removed. The new structure is expected to be completed by February 1976.

MORE ON LONG-TERM TRAINING . . . Notice N 3155.2, Announcement of Long-Term Training Programs, is now being distributed to branch level and above throughout the agency. Programs for this year include: The Education for Public Management (EPM) Program; The Air Transportation Systems Specialist Development (ATSS) Program; the Educational Program for Federal Officials at Mid-Career (Princeton); the Air War College; and The Industrial College of the Armed Forces (ICAF). One FAA candidate and alternate each will be chosen for Princeton, Air War, and ICAF. Tentatively, four candidates will be selected for EPM and six for the ATSS Program. For more information, see the Announcement Notice or the training contact listed in Appendix 5. Deadline for submission of applications to Manpower Offices is September 26.

ASSISTANCE TO NEEDY VIETNAMESE . . . A Vietnamese CAAG Assistance Fund operated by FAA employees has been registered as a non-profit organization under the Internal Revenue Service. Voluntary donations are being solicited from FAA employees to assist needy Vietnamese families now in the U.S. who were associated with FAA's Civil Aviation Assistance Group in Vietnam from 1961 to 1974. Donations and information on such families may be sent to: Sylvia Woodcock, 9156 Springhill Court, Greenbelt, Md. 20770; or Stanley Ratomsky, 1515 Jefferson Davis Highway, Arlington, Va. 22202; or Sid Robinson, 5403 Littleford St., Springfield, Va. 22151. Make checks payable to Vietnamese CAAG Assistance Fund.

Sept. 3, 1975

- 4 -

HEALTH BENEFITS CLAIMS - NEW CIVIL SERVICE COMMISSION PROCEDURES  
FOR RESOLVING DISPUTED HEALTH BENEFITS CLAIMS. . .

The Civil Service Commission recently announced new procedures for resolving claim disputes between employees and their health benefits plans which may occur because a claim (or portion of a claim) for health benefits is denied.

If you are enrolled in the Federal Employees Health Benefits Program and you believe a claim (or portion of a claim) for health benefits was incorrectly denied in terms of the benefit provisions described in your plan's health benefits brochure, the plan will reconsider your claim at your written request. Your request must be made within one year and should state why you believe the claim should have been allowed in terms of your plan's health benefits brochure. After it receives your request, the plan must respond within 30 days. It may (2) provide the benefit you claim; (b) request additional information needed to make its reconsideration determination; or (c) again deny the claimed benefit. If the plan requests additional information, it must identify the specific information required and tell you why it is needed. If you do not supply the requested information within 60 days, the plan will base its decision on whatever information it has on hand. If the plan again denies the benefit you claimed, it must explain in detail why your claim was denied and notify you that you have 90 days to request a Commission review if you still believe that denial was incorrect. You may also request the Commission to review a denied claim if your plan does not respond to your written request for reconsideration within 30 days of its receipt of your request.

If, after the plan's final decision, you request the Commission to review a claim denied by your health benefits carrier, your request should state why you believe your claim should have been allowed. Commission reviews are based on its contract with the health benefits carrier. As your health benefits brochure is your description of the plan's benefits, it is helpful to refer to the brochure in all correspondence dealing with denied claims. It will also expedite processing if you include copies of your completed claim form, bills and receipts regarding the claim, descriptions of the medical services for which the claim was made, correspondence with the plan, and any other information which you may have relating to the claimed benefit. If you do not have copies of such materials, you may send the original documents and the Commission will copy and return them to you. If needed, the Commission may request additional information from you or others involved in the claim.

(Continued on Page 5)

Sept. 3, 1975

(Continued from Page 4)

However, no information will be collected without your written consent. The Commission will notify you and your health benefits plan of its findings on review within 30 days of receipt of all information it may have requested in connection with the review.

The review process described above applies to all claims made for health services performed on or after January 1, 1975. The address for requesting a Commission review is:

Bureau of Retirement, Insurance, and Occupational Health  
U.S. Civil Service Commission  
Washington, D.C. 20415

Attn: Legislative and Policy Division



COMING EVENTS . . . The following conferences and meetings have been scheduled for the period September 4-12, 1975:

- Sept. 9-12 = AFS-540 Sabre 75A maintenance meeting, ARB, Room 206D, 8:00 - 4:30
- Sept. 10 - AAC-943 supply lecture, ARB Rooms 206A&C, 8:30 - 10:00
- Sept. 10 = AAC=8 flight safety meeting, Hdq. Auditorium, 1:30 - 3:00
- Sept. 11 = AAC=8 flight safety meeting, Hdq. Auditorium, 9:30 - 11:00



ATTENTION ALL FLIGHT CREW MEMBERS! . . . The Quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m., Wednesday, September 10, 1975, with a repeat session at 9:30 a.m., Thursday, September 11, 1975. The meetings will be held in the Headquarters Building Auditorium and will feabure safety films and briefings.

All flight crew members are urged to attend one of the sessions.

EMPLOYEE AWARD . . . Congratulations to Linda Ayach, AAC=132, who was presented a Quality Step Increase Award during the Director's staff meeting on September 2, 1975.

Sept. 3, 1975

- 6 -

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

- State Fair Rodeo and Ice Capades - We will have the tickets on sale until Sept. 11. Rodeo tickets  
Rodeo tickets are for Saturday, Sept. 27 at 12:00 noon and Sunday, Sept. 28 at 1:30 p.m. and 7:30 p.m. Prices are \$4.50 and \$3.75  
Ice Capades tickets are for Friday, Sept. 19 at 7:30 p.m.; Saturday, Sept. 20 at 1:30 p.m.; Monday, Sept. 22 at 7:30 p.m.; and Wednesday, Sept. 24 at 7:30 p.m. Prices are \$4.50 and \$3.75.
  
- Lincoln Plaza Playhouse Dinner Theatre
- Gaslight Dinner Theater
- Silver Dollar City in Missouri - Adult \$5.75, Child \$4.75
- Six Flags Over Texas - Adult \$6.00, Child \$5.00
- Worlds of Fun at Kansas City, Missouri - Adult \$6.25, Child \$5.25

Also available are the following:

- Discount card to Aquarena Springs at San Marcos, Texas
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seekers Club Cards

The Employees Association will sponsor a picnic at Springlake Amusement Park on September 14 from 1:00 p.m. to 5:00 p.m. Bring your own picnic lunch. Price \$1.50 each. Tickets may be bought at the Employees Association Office or from your EA Representative. Bring your picnic lunch or food will be available at Springlake Snack Bars.



September 3, 1975

= 7 =

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: September 10, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>MANPOWER DIVISION</u>		
75-401	Employee Compensation Clerk (Stenography), GS-301-4	AAC-18	300-B
	Position has promotion potential to GS-5 without further competition. This position requires one year specialized clerical experience in the areas of accident prevention and injury compensation.		
	<u>ACCOUNTING DIVISION</u>		
75-402	Travel Vouchering and Control Clerk, GS-501-5	AAC-21	500
	<u>PLANT ENGINEERING DIVISION</u>		
75-403	Utilities Systems Operator Helper, WG-5406-5	AAC-55	JE-0001
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-404	Biological Laboratory Technician, GS-404-5	AAC-110	404
	<u>FAA DEPOT</u>		
75-405	Supvsy. Electronics Technician, GS-856-11	AAC-440	856
75-406	Engineering Aid, GS-802-3	AAC-440	802

September 3, 1975

- 8 -

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
75=382	<u>AIRCRAFT SERVICES BASE</u> CORRECTION/SHEET METAL MECHANIC HELPER, WG-3806-5	AAC-830	JE-3806

This position has promotion potential to WG-10.

75=407	<u>FAA ACADEMY</u> Supply Clerk, GS-2005-5	AAC-911	2005
--------	---	---------	------

75=408	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Electronic Engineer, GS-855-13	AAC-1010	800
--------	--	----------	-----

This announcement will be used to fill all GS-855-13 vacancies in AAC-1000 for 90 days.

-----

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Howard Brazel	Utility Systems Opr. Foreman	AAC-55	75-218
Anita Blue	Clerk-Typist	AAC-940	75-222
Chiquita Meier	Payroll Supervisor	AAC-24	75-330
Patricia A. Simonton	Gen. Supply Specialist	AAC-44	75-332
Gloyd Yandell	Painter	AAC-440	75-336
Betty E. Roe	Accounting Technician	AAC-22	75-355
John T. Clark	Bindery Worker	AAC-45	75-356
Robert L. Crist	Education Specialist	AAC-933	75-378



# AERO CENTER intercom

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

75-36

Sept. 10, 1975

## FLIGHT SAFETY AID

### **CENTERS GET SEVERE WEATHER PIX**

Several enroute centers can now receive facsimile pictures of thunderstorms from Washington for use in helping aircraft avoid severe weather. The ATC Systems Command Center receives the pictures from the National Weather Service and telecopies them to the Atlanta, Boston, Chicago, Cleveland, Indianapolis and Washington centers. Thunderstorm tops and movement, as well as actual storm structure, are superimposed on charts which show center boundaries and jet routes. With this new mechanical aid, Command Center specialists can give the centers, individually or simultaneously, briefings on the location of severe weather.

### **GADO MANAGEMENT GUIDE OUT**

The managerial guide for General Aviation District Offices, "Managing a GADO," has been completed and is currently being distributed to GADOs and Flight Standards District Offices around the country. The 190-page reference book, which is the culmination of a concerted effort by the Flight Standards Service and the Office of Management Systems, describes and demonstrates how contemporary management practices can be used by district office managers. Stressing management by objectives, the work also summarizes knowledge and experience of effective management techniques used by various district office managers.

### **NAME THAT BAG**

Beginning Sept. 21, the nation's airlines will not accept checked baggage for the cargo hold unless the passenger's name is firmly affixed to the outside. The Air Transport Association, which is initiating the procedure with Civil Aeronautics Board approval, says personal baggage identification will result in faster tracing of lost luggage and reduce incidents of mistaken identity of look-alike baggage. Airlines will provide free identification labels at airports.

### **1976 LEAVE CHART**

Leave planning charts used by organizational units for the 1976 leave year are now available to supervisors through normal supply sources. The chart is FAA Form 3600-16 (6-75 edition). National Stock Number is 0052-00-611-1005. Unit of issue is sheet.

COMMUTER AIR CARRIERS TAKE OFF . . . Commuter air carriers constituted the fastest growing branch of commercial aviation in the 12-month period that ended in September 1974, according to an agency report. During the period, commuter air carriers were up 9.1 percent, from 174 to 190. The number of aircraft operated by the commuter air carriers rose from 855 to 1,042, an increase of 21.9 percent. At the same time, the total value of the aircraft rose from \$159,699,000 to \$256,606,000. The report also shows that the aircraft used by the commuters, which serve small and medium size cities on a scheduled basis, are predominately light, twin-engine propeller-driven craft with from 4 to 10 passenger seats.

IN THE COOL OF SEPTEMBER, FAA WORLD TAKES YOU TO THE TROPICS . . . Read what it's like to live and work in "A Touch of Paradise" --in the Canal Zone . . . "Africans Learn the Radar Ropes" is one example of international cooperation and the promoting of the U.S. ATC system . . . If you don't "Toot Your Own Horn," you may not be maximizing your chances in a job bid . . . "From Wradar to Wrecking" is about some controllers and their hobby turned business . . . You'll also find a "Word Search," Federal Notebook, Faces and Places, Direct Line, Heads Up and Small World.

NO SALE . . . Recently, there have been a number of reports of insurance agents visiting FAA and other government facilities (and employees' homes) representing, directly or indirectly, that they are associated with the Office of Federal Employees Group Life Insurance (OFEGLI). These salesmen claim that the Civil Service Commission or "the government" is encouraging employees to buy more life insurance, especially for greater coverage at the time of retirement. CSC advises that OFEGLI has no salesmen. If a salesman represents himself as such, he is not being honest and you should be very careful about doing any business with him. You may want to buy more life insurance--that's your business, but don't let anyone tell you he represents CSC, OFEGLI or any other part of government and/or that the government encourages purchase of more life insurance now for greater coverage at the time of retirement.

ORDERS CANCELLED . . . The Airports Service announces the cancellation of the following three Orders: Order 5335.2, Airport Design Standards - Airports Served By Air Carriers - Extended Runway Safety Areas, dated May 21, 1970; Order 5330.2A, Interim Guidance for Runway Widths, and Widths and Thicknesses of Shoulders and Blast Pads at Airports Served by Air Carriers, dated June 1, 1972; and Order 5335.1, Runway Safety Area and Taxiway Safety Area, dated February 18, 1970. The information previously contained in these orders has been incorporated in the new Advisory Circular 150/5335-4, Airport Design Standards - Airports Served By Air Carriers - Runway Geometrics, dated 6/21/75.

Sept. 10, 1975

DEPOT COMMENDED . . . James E. Dow, Acting Administrator for FAA, presented the Aeronautical Center Depot a Presidential Certificate in recognition of improved operation and services. The Management Improvement Certificate reads in part "...The noteworthy efforts and intense dedication required for this achievement exemplify the high performance needed to keep our country strong. Signed Gerald R. Ford, The White House, Washington, D.C."

This certificate was one of only 64 given throughout the Federal Government and the only one received by the FAA. Depot employees can be justly proud of this recognition.

EMPLOYEE AWARDS . . . Congratulations to Constance Holmes, AAC-930, who received a Quality Step Increase Award, and James Nebgen, AAC-950, who received an Outstanding Performance Award. These awards were presented in the Director's staff meeting on September 9, 1975.

FLYING CLUB PLANS GROUND SCHOOL . . . The Aeronautical Center Flying Club is contemplating a Private, Commercial, and Instrument ground school for prospective pilots. Arrangements are now under way. Detailed information will appear in the next issue of WIRETAP.

CHRISTMAS IN AUGUST . . . Each Christmas, for many years, the Cataloging Branch of the Depot (AAC-490) has made a donation to the Children's Convelescent Center in Bethany with funds collected in special projects throughout the year. Last winter, the amount contributed was \$1200. Due to financial difficulties at the Children's Center and their need for immediate funds, AAC-490 personnel decided to give them, in August, the \$1000 already collected in the fund this year.



ENERGY SAVING TIPS . . . Every little bit helps, as you can see:

- #1 --Turn off the pilot light of your furnace during the four summer months and save nearly \$3.00 on your gas bill.
- #2 - Remove one bulb from multiple-light fixtures, use bulbs of lower wattage, and shut off outside lights when not needed. Lights represent 15% of the average family's electricity consumption. You can save up to \$18 per year.
- #3 --Move your mobile home from an unshaded area into the shade. Air-conditioning costs for an average season can be cut by \$88 according to research by the Alabama Forestry Commission.

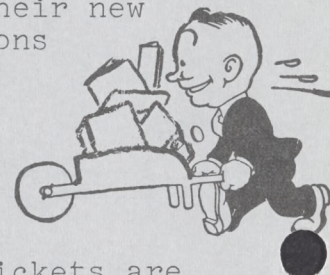
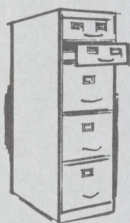
Sept. 10, 1975

- 4 -

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period September 12-17, 1975:

- Sept. 12 - 3-screen briefing for Dorsey Buttram, Oklahoma City businessman, and Peter Dalley, British Journalist. Hdq. Bldg., Room 337, 8:00 - 9:00.
- Sept. 17 - AAC-943 supply lecture, Hdq. Auditorium, 8:30 - 10:00.
- Sept. 17 - Employees Association Board of Director's meeting, Hdq. Auditorium, 1:30 - 3:00.

PHONE DIRECTORY CHANGES . . . The Manpower Division announces the following changes: The Occupational Safety Staff, AAC-18, has moved to Room 128, Headquarters Building. Their new phone number is 2503. Ken Sublett, Labor Relations Specialist, has moved to Room 155, Headquarters. His new phone number is 2638. Please make these changes in your phone directory.



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

Employees Association Picnic - Friday, Sept. 12. is the last day for buying tickets to the Employees Association Annual Picnic. Date: Sunday, September 14, 1:00 - 5:00 p.m.

Bring your picnic lunch or buy food at Springlake Snack Bars. Free rides, beer, and soft drinks  
Park will be open to FAA EA ticket holders only from 12:30 to 5:30.

Advance ticket sales only - no tickets will be available at the gate.

State Fair Rodeo and Ice Capades: Last day for ticket sales will be Thursday, Sept. 11.

Lincoln Plaza Playhouse Dinner Theatre  
Gaslight Dinner Theater

Silver Dollar City in Missouri. Adult \$5.75, Child \$4.75

Six Flags Over Texas. Adult \$6.00, Child \$5.00

Worlds of Fun at Kansas City, Missouri. Adult \$6.25, Child \$5.25

Also available from EA are the following:

FAA business cards - 250 for \$6.50, 1000 for \$9.00

Fishing and hunting licenses

September 10, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: September 17, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
75=409	Photographer, <del>GS-1060-4</del>	<del>AAC-43</del>	<del>1060-2</del>
This position has promotion potential to GS-7 without further competition.			
<u>PROCUREMENT DIVISION</u>			
75=410	Procurement Clerk (Typing), <del>GS-1106-4</del>	<del>AAE-70</del>	<del>1106</del>
This position has promotion potential to GS-5 without further competition.			
<u>FAA Depot</u>			
75=411	Electronics Technician, <del>GS-856-9</del>	<del>AAC-440</del>	<del>856</del>
Requires one year specialized experience in Nav aids.			
<u>AIRCRAFT SERVICES BASE</u>			
75=412	Aircraft Mechanic Helper, <del>WG-8852-5</del>	<del>AAE-830</del>	<del>JE-0001</del>
This position has promotion potential to WG-11 with A&P.			
75=413	Secretary (Stenography), <del>GS-318-5</del>	<del>AAC-840</del>	<del>318</del>

September 10, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA Academy</u>		
75-414	Administrative Assistant, GS-341-7	AAC-911	341
This position has promotion potential to GS-11 without further competition.			
75-390	Attorney-Advisor (Aeronautical-Instruction) GS-905-13/14	AAC-905	905

Applicant selected at the GS-13 level may be promoted to GS-14 without further competition. 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: September 24, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-75-41	Secretary (Stenography), GS-318-5	MSP FIFO	318
Area of consideration: MSP FIFO and local Minneapolis commuting area.			
FINFO-75-42	Secretary (Stenography), GS-318-6	LAX FIFO	318
Area of consideration: LAX FIFO and Los Angeles commuting area.			

-----

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Melvin Madsen	Electronics Engr. (Instr)	AAC-940	75-38
Michael A. Allen	Gen. Aviation Ops. Sp.(Instr)	AAC-950	75-16
Charlesan Neugebauer	ATCS (Term-Instr)	AAC-930	75-51
William Colvin	Aviation Maintenance Sp.	AAC-230	75-145
Jalene Davis	Data Conversion Supvsr,(OCR)	AAC-203	75-151
Carol Zwirtz	Aircraft Data Systems Sp.	AAC-200	75-359



# AERO CENTER intercom

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

September 16, 1975

## SPECIAL EDITION

### PROMOTION PLAN ANNOUNCEMENT For Aeronautical Center Employees Only

#### UPWARD MOBILITY PROJECT "OPPORTUNITY 76"

The positions listed in this special INTERCOM have been selected for this project. They may be filled at any of the grades indicated. The target grade to which the trainee can be promoted without further competition is listed for each position.

Employees selected for these positions will not be promoted automatically when qualifications are met. Promotions will depend upon individual performance, meeting training requirements and the availability of the target position.

Training plans and conditions of acceptance for these positions will require that the employee reach stated levels of skill and/or knowledge within certain time intervals. If the employee fails to reach the specialized levels within the time frame, s/he will be taken out of the program through reassignment and/or change to lower grade to other positions from which s/he was selected or to one of like status and pay.

HOW TO APPLY: If you meet the qualifications, submit AC Form 3330-12 for each job for which you wish to be considered. INDICATE THE GRADE AT WHICH YOU WISH TO BE CONSIDERED.

RANKING: Eligible candidates will be ranked by use of the following ranking factors:

- |                              |   |                   |
|------------------------------|---|-------------------|
| (1) Education and experience | - | Maximum 15 points |
| (2) Supervisory Evaluation   | - | Maximum 10 points |
| (3) Awards                   | - | Maximum 5 points  |
| (4) Assessment center rating | - | Maximum 70 points |

Selection for promotion shall be made regardless of race, color, religion, national origin, sex, age, physical handicap, marital status, political or employee organizational affiliation.

Assessment Center Rating: Assessment Center rating is a method of obtaining information for use in ranking candidates that cannot be obtained by reviewing applications, supervisor's appraisals or from written tests. The assessment is conducted by having participants perform simulated tasks, either individually or in small groups under observation by trained assessors. The assessors observe the performance of each participant in the exercise which gives indications of the degree to which s/he has the aptitudes, skills and motivation being sought. After the exercise, the assessment team, usually composed of three people, discusses the performance of each participant in depth and arrive at a team rating.

POSITION NO. UM-75-1 - PROCUREMENT DIVISION - PURCHASING AGENT, GS-1105-4 & 5

Target Position: Purchasing Agent, GS-1105-7. Prepares solicitations and awards contracts for complex procurements involving highly technical items and professional services.

See Promotion Plan Qualification Standard 1105

POSITION NO. UM-75-2 - MANPOWER DIVISION - PERSONNEL STAFFING SPECIALIST, GS-212-5 & 7

Target Position: Personnel Staffing Specialist, GS-212-9. Responsible for insurance, retirement and qualifications rating under the MPP.

See Promotion Plan Qualification Standard 200

POSITION NO. UM-75-3 - AIR TRANSPORTATION SECURITY DIVISION - INVESTIGATIONS AND SECURITY SPECIALIST, GS-301-5, 7 & 9

Target Position: Investigations and Security Specialist, GS-301-11. Assists in implementing and maintaining physical security and property protection programs and serves as a general investigator as required.

See Promotion Plan Qualification Standard 301-7. Specialized experience must be in investigations and security work.

POSITION NO. UM-75-4 - COMPUTER SERVICES DIVISION - COMPUTER PROGRAMMER, GS-334-5, 7 & 9

Target Position: Computer Programmer, GS-334-11. Provides computer design and programing support for assigned automated systems.

See Promotion Plan Qualification Standard 334.

POSITION NO. UM-75-5 - FAA DEPOT - QUALITY ASSURANCE SPECIALIST, GS-1910-5 & 7

Target Position: Quality Assurance Specialist, GS-1910-9. Performs quality assurance duties on a variety of less complex equipment, components, sub-assemblies and systems.

See Promotion Plan Qualification Standard 1910

POSITION NO. UM-75-6 - FAA ACADEMY - ADMINISTRATIVE ASSISTANT/OFFICER,  
GS-341-5, 7 & 9

Target Position: Administrative Officer, GS-341-11. Provides administrative support to the FAA Academy for Management Information System, reports management, directives and orders, internal directives system, Recognition and Awards Program, FAA Catalog of Training Courses and other assigned administrative functions.

See Promotion Plan Qualification Standard 341

POSITION NO. UM-75-7 - ACCOUNTING DIVISION - ACCOUNTING TECHNICIAN, GS-525-7  
or ACCOUNTANT, GS-510-9 & 11

Target Position: Supervisory Operating Accountant (Chief, Accounts Payable and Appropriations Accounting Branch), GS-510-12. Directs, manages and evaluates the operations of the control, classification, review and processing of documents affecting the full-range accrual allotment accounting system used to provide the financial control.

Employee selected for an Accounting Technician must pass the CSC Test 309 for conversion to the 510 series in order to promote from GS-7 to GS-9. Failure to pass conversion test will mean release from this position.

See Promotion Plan Qualification Standard 525 for Technician, 510 for Accountant

POSITION NO. UM-75-8 - FAA DEPOT - INVENTORY MANAGEMENT SPECIALIST,  
GS-2010-9 & 11

Target Position: Supervisory Inventory Management Specialist, GS-2010-12. Supervises eight to ten Inventory Management Specialists responsible for agency-wide logistics support for assigned category of equipment.

See Promotion Plan Qualification Standard 2000

POSITION NO. UM-75-9 - AIRCRAFT SERVICES BASE - AIRCRAFT MAINTENANCE  
SPECIALIST, GS-301-9, 11 & 12

Target Position: Supervisory Aircraft Maintenance Specialist, GS-301-13. Manages and controls a program providing all levels of aircraft maintenance/modification/overhauls. Provides technical or direct assistance to field maintenance bases.

See Promotion Plan Qualification Standard 301-7. Specialized experience must have been in aircraft maintenance type work. A & P license required.

Closing Date: September 24, 1975



# AERO CENTER intercom

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

75-37

Sept. 17, 1975

WILL PROTECT IDENTITIES

## NASA TO PROCESS SAFETY REPORTS

FAA and the National Aeronautics and Space Administration are teaming up in a joint effort to stimulate increased participation by the aviation community in FAA's Aviation Safety Reporting Program. Under a Memorandum of Agreement between the two agencies, NASA will act as an independent third party for the receipt, processing and analysis of all reports filed by pilots, air traffic controllers and others on unsafe aviation practices and conditions. In addition, NASA will not disclose the names of persons who file or are named in the reports, except in those cases involving criminal offenses or accidents. The agreement also calls for NASA to establish an advisory committee with industry, government and public participation to oversee the program. FAA established the Aviation Safety Reporting Program in May to encourage full reporting of potentially hazardous situations and provide for the waiver of disciplinary action in certain cases. The new procedure is scheduled to go into effect next April.

## ON CAPITOL HILL

Testifying before the Senate Subcommittee on Aviation recently, Deputy Secretary of Transportation John Barnum urged "early and favorable action by the Congress" on the Administration's bill to revise and extend the airport aid programs, which expired June 30. Barnum noted that the bill would make a number of important changes in the financial structure of the airport planning and development programs, including (Continued on page 3)

## ISRAEL DEPARTS

David R. Israel, Deputy Associate Administrator for Engineering and Development, is leaving FAA in mid-October to join the Energy Research and Development Administration (ERDA) as Technical Assistant to the Administrator. Israel joined FAA in 1970 as Director, Office of Systems Engineering Management, after four years in an engineering post with the Department of Defense where he received the Secretary of Defense Meritorious Civilian Service Medal in 1969. While at FAA, he was awarded the DOT Secretary's Award for Meritorious Achievement in 1973 and 1974 and the President's Management Improvement Certificate in 1975.



LOOKING FOR WIND SHEAR . . . The FAA is establishing a program manager's office, The Wind Shear and Wake Vortex Systems Program Office, to direct and consolidate all development work on a wind shear detection system. The new office, which will be part of the Airports Division in the Systems Research and Development Service, will work with other FAA elements, industry and other government entities, such as the National Aeronautics and Space Administration, the National Oceanic and Atmospheric Administration and the Transportation Systems Center in developing the devices. The goals of the new organization are to provide leadership and action in an effort to overcome this major aviation-weather safety problem. Maximum emphasis is assigned to exploiting all known technology and to developing ground-based and airborne equipment for wind shear and wake vortex detection and avoidance systems.

"AND GOD HELP MY TWO SONS . . ." The plane wasn't fully equipped for instrument flying and the pilot wasn't adequately trained. He was lost in a solid overcast, confused and praying for his two sons who were in the plane with him. That's when the FAA team took over. Arthur Kurtz, local controller at Dutchess County Airport Tower (Poughkeepsie, N.Y.), handed the flight off to the airport Flight Service Station specialist, James Wanser, who is a commercial and instrument-rated pilot. While Wanser calmed the disoriented pilot and told him how to use the turn and bank indicator, the plane's exact position was established by Westchester County Airport (White Plains, N.Y.) radar approach control. At the same time a cloud base report was provided by an unknown pilot in the area. With all the pieces of the puzzle in his grasp, Wanser "hand carried" the plane down through the overcast to a safe landing. Other controllers who were instrumental in the "save" were: Donald Lyons, Dutchess County ATCT and Anthony Mangone and James Roske both of Westchester County radar approach control. During August 1975, 306 flight assists were reported-- 138 by flight service stations, 136 by towers and 32 by centers. There were a total of 532 people reported on board the aircraft involved. The primary causes for the assists included 198 lost pilots, 52 low on fuel, 42 involved in adverse weather and 58 with equipment failures.

LENSES OKED FOR "CONTACT" . . . A change in the airman medical standards that would give contact lenses equal status with eyeglasses in meeting the distant visual acuity requirements for all classes of airman medical certificates has been proposed by the agency. Current FAA rules governing medical certification allow for visual correction by eyeglasses only. However, for many years contact lenses have been authorized to correct distant visual acuity under a waiver process that requires the applicant to submit detailed documentation from an eye specialist for approval by FAA medical personnel. The proposed rule would eliminate this time-consuming waiver procedure. The requirements for correcting near visual acuity would not be affected by the proposal.

Sept. 17, 1975

CUSTOMS CRACKDOWN ON AIR SMUGGLING . . . FAA will play a role in the U.S.

Customs Service new rule requiring private aircraft pilots flying into the U.S. from Mexico to notify U.S. authorities at least 15 minutes before entering American airspace. Reports are expected to be radioed or phoned to flight service stations in the border area and will be forwarded to Customs officials. Customs issued the rule in a crackdown on air smuggling of narcotics and other contraband. Pilots must report estimated time and place of border crossing, number of U.S. citizens aboard, departure point, pilot and aircraft identification, and airport--one of 13 so designated--where they will land and undergo customs inspection.

ON CAPITOL HILL (Continued from page 1) . . . an increase in the total funding level from \$325 to \$350 million. In addition, he said, it would increase state and local flexibility in the use of these funds. Following Barnum to the Hill was Flight Standards Deputy Director Joseph Ferrarese who gave the DOT/FAA position on proposed legislation that would expand the Department of Agriculture's authority to regulate the humane transportation of live animals. Ferrarese said FAA would defer to Agriculture on the merits of the bill but emphasized the agency's requirement that any regulation of animals shipped by air not have an adverse effect on flight safety. The Department of Agriculture does not support the proposed legislation at this time. In addition, Acting Associate Administrator for Policy Development and Review Frederick Meister last week told the Senate Subcommittee on the Upper Atmosphere that FAA will undertake a number of important studies in the coming year as part of its High Altitude Pollution Program. Meister said FAA will expand and build on the findings of the DOT's Climatic Impact Assessment Program in an effort to resolve key questions about high altitude flight and the need for and timing of appropriate regulations to prevent stratospheric pollution.

SECURITY PROGRAM IDENTIFICATION . . . Three major agency programs constitute the bulk of the organizational responsibilities assigned to the Investigations and Security Division, AAC-90. These are investigations, physical security, and personnel security. In an effort to improve responsiveness and quality of service to employees and officials, the following program managers and routing symbols are identified:



Investigation - Robert L. Kaster, Jr., AAC-91  
Physical Security - Thomas R. Ferguson, AAC-92  
Personnel Security, Harold J. Levescy, AAC-93

Problems or inquiries related to the three identified programs may be addressed directly to the security specialist in charge.

Sept. 17, 1975

- 4 -

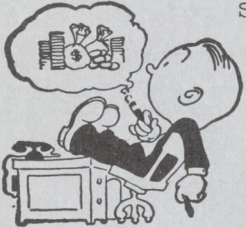
COMING EVENT . . . The following meeting has been scheduled:

Sept. 24 -- Combined Federal Campaign coordinators' meeting,  
ARB, Rooms 206A and 206C, 10:00 - 12:00.

EMPLOYEE AWARDS . . . Congratulations to Bill Dotson and Pat Bradshaw, both of AAC-482, who were presented Quality Step Increase Awards during the Director's staff meeting on September 16, 1975.



ENERGY SAVING TIP OF THE DAY . . . Did you know that an average dishwasher uses 14 gallons of hot water per load? You can save by making sure your dishwasher is full, but not overloaded before turning it on. If every dishwasher user in the country cut out just one load a week, the country could save the equivalent of about 9,000 barrels of oil each day (enough to heat 140,000 homes in winter).  
--From "Tips for Energy Savers" published by the Federal Energy Administration.



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

- Lincoln Plaza Playhouse Dinner Theatre
- Gaslight Dinner Theatre
- Silver Dollar City in Missouri. Adult \$5.75, Child \$4.75
- Six Flags Over Texas. Adult \$6.00, Child \$5.00
- Worlds of Fun at Kansas City, Mo. Adult \$6.25, Child \$4.25

Also available from EA are the following:

- FAA business cards. 250 for \$6.50, 1000 for \$9.00
- Fishing and hunting licenses, deer licenses, and non-resident fishing and hunting licenses
- Magic Kingdom Club Cards for Disneyland/Disneyworld



September 17, 1975

= 5 =

!

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: September 24, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
-----------------	---	-----------------	--------------

	<u>AERONAUTICAL CENTER WIDE</u>		
75-422	Clerk-Stenographer, GS-312-4	Aero. Center	300-2

The promotion list for this job will be used to fill all Clerk-Stenographer GS-4 positions at the Aeronautical Center/FINFO/TSI for a period of 90 days.

	<u>MANPOWER DIVISION</u>		
75-401	AMENDMENT/EMPLOYEE COMPENSATION CLERK (STENOGRAPHY), GS-301-4	AAC-18	300-B

Specialized experience requirement is amended by adding the following statement: Related experience in the general areas of safety and injury compensation will be qualifying. Employees who previously bid need not reapply.

	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-385	CANCELLED/MAIL CLERK, GS-305-4	AAC-45	

Position filled internally by a change-to-lower grade candidate.

75-423	Supply Clerk, GS-2005-5	AAC-45	2005
--------	-------------------------	--------	------

	<u>PROCUREMENT DIVISION</u>		
75-424	Contract Specialist, GS-1102-12	AAC-70	1102

This announcement will be used to fill all GS-1102-12 positions in AAC-70 for 90 days.

75-425	Purchasing Agent, GS-1105-4	AAC-70	1105
--------	-----------------------------	--------	------

September 17, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>DATA SERVICES DIVISION</u>			
75-426	Supervisory Computer Operator, GS-332-10	AAC-340	332
<u>FAA DEPOT</u>			
75-427	Secretary (Stenography), GS-318-4	AAC-480	318
75-428	Teletypewriter Repairer, WG-2509-8	AAC-440	JE-2509
75-429	Teletypewriter Repairer, WG-2509-10	AAC-440	JE-2509
75-430	Electrical Equipment Repairer, WG-2854-11	AAC-440	JE-2854
75-431	Inventory Management Specialist, GS-2010-11	AAC-480	2000
75-432	Equipment Specialist (Aircraft), GS-1670-9	AAC-430	1670
<u>FAA ACADEMY</u>			
75-414	CANCELLED/ADMINISTRATIVE ASSISTANT, GS-341-7	AAC-911	

This position included in special Upward Mobility advertisement.

---

<u>TRANSPORTATION SAFETY INSTITUTE</u>			
TSI-75-10	Supply Technician, GS-2005-6	TSI	2005
Requires 3 years specialized experience.			
Area of consideration: Extended to include all of the Aeronautical Center.			

---

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Lee A. Maxey, Jr.	ATCS (Terminal-Instruction)	AAC-930	75-51
Donald Bachman	Attorney-Advisor (Gen)	AAC-7	75-143
Patsy J. Steger	Clerk-Typist	AAC-940	75-222
Tempie Hutchings	Accounting Technician	AAC-22	75-384
Cleona Houser	Clerk-Stenographer	AAC-90	75-364
Iva G. Karber	Clerk-Typist	AAC-950	75-376



# AERO CENTER intercom

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

75-38

Sept. 24, 1975

## PLUS SPECIAL AWARD

### REGIONAL SECTOR WINNERS NAMED

**HANDICAPPED HIRING**  
President Ford, Secretary Coleman and Acting FAA Administrator Dow have all pledged themselves and urged members of the Federal Service to greater efforts in hiring, placing and promoting of handicapped persons. In his message, the President noted that Federal jobs have been opened to a quarter of a million handicapped people since World War II and that recent laws have placed greater responsibility on Federal agencies in this respect. Secretary Coleman said the Federal community will be judged by "how equitably we serve all of our citizens," while Acting Administrator Dow emphasized that employment opportunities should be based on what individuals are capable of doing, now and in the future.

Two categories of Regional Airway Facilities Sector of the Year Award winners for FY 75 have been named. The two AF sector categories are: General National Airspace System and Air Route Traffic Control Center. Regional winners become nominees for national awards in each category which will be announced in November. Awards were based on availability and reliability of facilities, use of manpower, personnel management, safety, labor-management relations, and handling of unusual or unique problems. The winners are:

<u>REGION</u>	<u>GENERAL NAS SECTOR</u>	<u>ARTCC SECTOR</u>
New England	Bangor, Maine	Boston, Mass.
Eastern	Baltimore, Md.	New York, N.Y.
Southern	Montgomery, Ala.	Atlanta, Ga.
Great Lakes	Chicago, Ill. (O'Hare)	Cleveland, Ohio
Central	Wichita, Kan.	Kansas City, Mo.
Southwest	Amarillo, Tex.	Albuquerque, N. M.
Rocky Mountain	Bismarck, N. D.	No Nomination
Western	Lancaster, Calif.	Los Angeles, Calif.
Northwest	Pasco, Wash.	Seattle, Wash.
Alaskan	Anchorage, Alaska	No Nomination
Pacific	Hilo, Hawaii	No Nomination

In addition, a special regional award will be presented to the Kansas City, Mo. National Communications Center (NATCOM) sector in recognition of their exemplary achievements during FY 75.

The Senate voted last week to uphold the President's recommendation for a 5 percent pay raise, effective next month, for Federal civil and military employees. By its 53-39 vote, the Senate turned down an 8.66 pay raise proposal made earlier by a Federal advisory panel to the President. A majority vote in the House could still uphold the 8.66 figure, but this is considered unlikely. GS salaries with the 5 percent increase are shown on page 4.

COLEMAN ON NOISE . . . Although conceding that there is no technically easy or financially attractive way to suppress aircraft noise, Secretary of Transportation William T. Coleman Jr. told the National Aviation Club of Washington recently that DOT/FAA will continue working toward its goal of confining "severe aircraft noise exposure levels to areas within the airport boundary." The Secretary said reducing noise at the source presents a particularly difficult problem and the only short-term remedy may be retrofitting the engine nacelles on older jets with sound absorbing materials. However, he added, "we do have to weigh the financial costs of such a procedure and we are currently exploring projected costs and reviewing alternative ways of financing the airline fleet conversion. I believe action must be taken in the short term to moderate the abrasive effects of aircraft noise."

DOW ON WEATHER . . . More than 70 years after wind flipped the Wright Brothers' airplane following the first day's flights, causing extensive damage, weather is still a major aviation problem, Acting FAA Administrator Dow said last week. Speaking to the National Advisory Committee on Oceans and Atmosphere in Washington, Dow cited NTSB statistics for 1964-1972 that showed almost 20 percent of all general aviation accidents involved weather and that these accidents accounted for nearly 25 percent of all fatalities. The Administrator said FAA is working closely with the National Oceanic and Atmospheric Administration (NOAA) to develop "the best aviation weather information system in the world." For example, he said FAA is providing funds to NOAA to develop a totally automated aviation weather observation system to relieve controllers of this function where possible. He also cited the Atlanta AWANS (Aviation Weather and NOTAM System) as "a prime example of FAA weather programs designed to increase productivity and improve system performance at lower cost."

DOT SPONSORS PERSONAL ACCIDENT AND SPECIAL HAZARDS INSURANCE . . . For the past nine years a number of agencies, including FAA, have co-sponsored a supplemental insurance program which is available to all employees. This insurance provides benefit payments in the event of accidental death, dismemberment, and disability. Employees may also insure their dependents for accidental death and dismemberment. Although this insurance is sponsored by a number of Federal agencies, it is not sold by the government. Brochures with all the details are available from your Manpower Division, Room 102, Hdq. Bldg.

ORDERS CANCELED . . . The Air Traffic Service has canceled the following orders. They are obsolete and have served their purpose.  
6130.2, Replacement of IBM 858 Cardatype;  
7110.12, Unmanned Derelict Ballons;  
7210.18, Presidential Aircraft and Entourage;  
7232.4, Wind Instruments at RAPCON Facilities. Also canceled is Order 7210.20, Test Flight Plan Identification. A new order will be issued soon.

Sept. 24, 1975

OPERATION FOR SAFETY . . . In a new program of cooperation between FAA and the Air Force, agency ATC evaluation experts are flying on USAF facility check flights. The idea is to check the ATC service provided in busy terminal areas where there is a heavy mix of civilian and military traffic and thereby eliminate potential deficiencies--kind of like locking the stable door before the horse is stolen. During the first mission, flown in an Air Force C-140 Jetstar last month, the combined crew checked approach control facilities in the Norfolk, Va., area. Also to be inspected in the continuing joint program are military airports where USAF controllers provide approach control services to civil aircraft.

HONORED FOR SAFETY . . . Thirty-two U.S. Air Force Aero Clubs received the agency's Annual Flight Safety Award for completing a full year of flight operations in calendar year 1974 without a single aircraft accident or incident. The awards, consisting of engrossed plaques, were presented to clubs at: Norton AFB, Calif.; Scott, AFB, Ill.; and RAF Bentwaters, England for the fifth consecutive year; Ent AFB, Colo.; Chanute AFB, Ill.; and Little Rock AFB, Ark., for four consecutive years; and Duluth IAP, Minn., England AFB, La.; Hamilton AFB, Calif.; Lowry AFB, Colo.; Moody AFB, Ga.; Shaw AFB, S. C.; and USAF Academy, Colo., for three consecutive years. The award program was initiated in 1964 to promote operational safety through recognition of Air Force Flying Clubs achieving outstanding safety records.

COMPUTER RUNS NON-STOP WITHOUT MISSING A STEP . . . Proving itself to be as reliable as hoped for, the Cleveland enroute center's computer complex has run non-stop for 66 hours on six separate occasions with no major problems. The IBM computers, which power the center's flight data and alphanumeric radar systems, are undergoing weekly tests until November in which they are run non-stop from 6 a.m. Tuesday to midnight Thursday. These tests are the first steps towards running all enroute center computers 24 hours a day, every day, rather than the present 18 hours a day. At least one other center will be chosen for such tests this year and more will follow suit next year.

SAFETY PROGRAM LAUNCHED . . . The machines they work on are much more sophisticated than they were 30 years ago, and so are they. The greasy overalls they once wore have been replaced by white shop coats and the jobs they perform now require much more training and carry far more responsibility. We are referring to the men and women who maintain and repair the nation's aircraft fleet. The agency is once again preparing to recognize them for their role in the safety of flight in this country. For the 13th year the agency is seeking nominations of outstanding general aviation mechanics and air carrier mechanics for its annual Aviation Mechanic Safety Awards program. Separate awards will be given to each group of mechanics.

## GS SALARIES WITH 5% INCREASE

	1	2	3	4	5	6	7	8	9	10
GS-1	\$ 5,559	\$ 5,744	\$ 5,929	\$ 6,114	\$ 6,299	\$ 6,484	\$ 6,669	\$ 6,854	\$ 7,039	\$ 7,224
GS-2	6,296	6,506	6,716	6,926	7,136	7,346	7,556	7,766	7,976	8,186
GS-3	7,102	7,339	7,576	7,813	8,050	8,287	8,524	8,761	8,998	9,235
GS-4	7,976	8,242	8,508	8,774	9,040	9,306	9,572	9,838	10,104	10,370
GS-5	8,925	9,223	9,521	9,819	10,117	10,415	10,713	11,011	11,309	11,607
GS-6	9,946	10,278	10,610	10,942	11,274	11,606	11,938	12,270	12,602	12,934
GS-7	11,046	11,414	11,782	12,150	12,518	12,886	13,254	13,622	13,990	14,358
GS-8	12,222	12,629	13,036	13,443	13,850	14,257	14,664	15,071	15,478	15,885
GS-9	13,482	13,931	14,380	14,829	15,278	15,727	16,176	16,625	17,074	17,523
GS-10	14,824	15,318	15,812	16,306	16,800	17,294	17,888	18,282	18,776	19,270
GS-11	16,255	16,797	17,339	17,881	18,423	18,965	19,507	20,049	20,591	21,133
GS-12	19,386	20,032	20,678	21,324	21,970	22,616	23,262	23,908	24,554	25,200
GS-13	22,906	23,670	24,434	25,198	25,962	26,726	27,490	28,254	29,018	29,782
GS-14	26,861	27,756	28,651	29,546	30,441	31,336	32,231	33,126	34,021	34,916
GS-15	31,309	32,353	33,397	34,441	35,485	36,529	37,573	36,617*	39,661*	40,705*
GS-16	36,338	37,549	38,760*	39,971*	41,182*	42,393*	43,604*	44,815*	46,026*	
GS-17	42,066*	43,468*	44,870	46,272*	47,674*					
GS-18	48,654*									

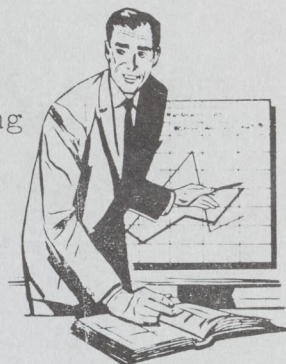
\* Actual rates are frozen at \$37,800.



COMING EVENTS . . . The following conferences and meetings have been scheduled for the period 9/25 - 10/3/75:

- September 25 - Single screen briefing for the International Association of Natural Resources Pilots (Oklahoma Wild Life Department) Hdq. Auditorium 9:00 - 10:00.
- September 25 - Bernard Geier, AFS-301, to speak to the International Association of Natural Resources Pilots (Oklahoma Wild Life Department) ARB, Rooms 206A and 206C, 2:15 - 4:00.
- September 30 - General Services Administration (GSA) Seminar, AAC-430, ARB, Rooms 206C and 206D, 8:00 - 4:30.
- October 1 - Emergency Locator Transmitter (ELT) Symposium, Hdq. Auditorium, 8:00 - 4:30.
- October 2 - Safety programs for FAA Depot personnel, Hdq. Auditorium, 9:30 and 10:30.
- October 3 - Combined Federal Campaign (CFC) film (12 minutes in length), Hdq. Auditorium, 9:00, 9:30, 10:00, 10:30, 11:00, 1:00, 2:00, 3:00, 3:30, and 4:00.

ANNUAL TRAINING REQUIREMENTS . . . Each fiscal year Aeronautical Center division and staff chiefs are required to prepare a detailed submission of training requirements for employees in their organizations. This submission includes the appropriate training requirements which have been identified by the first level supervisor and the employee. The following information should be of assistance in preparing detailed training requirements for submission to your division or staff chief.



Agency Order 3000.6B, paragraphs 208 and 209 outline supervisory and individual employee responsibilities related to training agency employees.

Agency Order 3010.6D contains course numbers and descriptions of current FAA conducted and out-of-agency courses.

When training requirements are submitted, it is necessary that priorities be established according to the following categories:

<u>No.</u>	<u>Category</u>	<u>Definition</u>
1	Mandatory	Training required for the POSITION by regulation, order, or certification requirements.
2	Job Required	Training required for the POSITION for minimum operational efficiency but not specifically required by regulation, order, or certification requirements.
3	Highly Desirable	Training required for the POSITION for optimum efficiency of operation.
4	Performance Improvement	Training required for the INDIVIDUAL in the job to improve his performance.
5	Career Development	Training needed by the INDIVIDUAL to prepare him for potential future responsibilities.

Contact your supervisor for information regarding the training program for your area of responsibility, interpretation of the five categories for training requirements, and courses on new equipment or other required training not listed in agency order 3010.6D. A representative of the Training Branch, AAC-17, X4156, will be available to discuss training program subjects when the information is not available through supervisory sources.

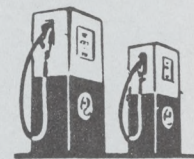
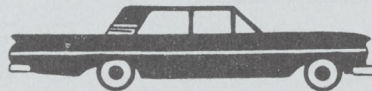
FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets are available from your Employees Association Office:

- Oklahoma Theater Center, "The Star-Spangled Girl"  
-October 1-12 - Price \$3.75-
- Six Flags Over Texas. Open until Nov. 30, weekends only -  
Adult \$6.00, Child \$5.00
- Worlds of Fun at Missouri - Adult \$6.25, Child \$5.25
- Lincoln Plaza Playhouse Dinner Theater, "Dames At Sea"
- Gaslight Dinner Theater, "Ladies' Night In A Turkish Bath"
- Oklahoma Country Music - Sunday, Sept. 28

Also available from EA are the following:

- FAA business cards - 250 for \$6.50, 1000 for \$9.00
- Fishing and hunting licenses. We also have deer licenses.
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seeker Cards

ENERGY-SAVING TIP OF THE DAY . . .



Tests by the Federal Highway Administration indicate that fuel economy improvements ranging from 17.1 percent to 39.8 percent (depending on type of car) are possible by driving at 55 mph rather than 70 mph.

Comparative Consumption Rates

<u>Miles/hour</u>	<u>Sub-compact</u>	<u>Compact</u>	<u>Standard</u>	<u>Luxury</u>
30	31.45 mpg	21.33 mpg	20.33 mpg	18.33 mpg
40	35.19	21.33	20.00	19.28
50	33.05	18.94	17.50	15.62
55	31.91	18.17	16.84	14.92
60	30.78	17.40	16.17	14.22
70	22.82	15.36	14.86	12.74

According to Federal Highway Administration calculations, about a third of all vehicle miles are driven over highways and under conditions where speeds above 55 mph are possible. If all of the nation's highway users strictly observed the 55 mph speed limit on those highways, savings of about 200,000 barrels of gasoline a day could be achieved. That's one fifth of the total energy savings President Ford has urged as an immediate national goal.

September 24, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: October 1, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-436	Secretary (Stenography), <del>GS-318-5</del>	AAC-44	318
75-437	Motor Vehicle Manager, <del>GS-301-9</del>	AAC-44	301-7
	Incumbent serves as Chief, Motor Fleet Section.		
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-365	<del>CANCELLED/ENGINEERING TECHNICIAN, GS-802-11</del>	AAC-110	
	Position reclassified to a GS-856-11.		
75-438	Electronics Technician, <del>GS-856-11</del>	AAC-100	856
75-439	Coding Clerk, <del>GS-357-4</del>	AAC-130	357
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-440	Correspondence Clerk (Typing), <del>GS-309-4</del>	AAC-250	300-B
	<u>FAA DEPOT</u>		
75-427	<del>CANCELLED/SECRETARY (STENOGRAPHY) GS-318-4</del>	AAC-480	
	Filled by reassignment.		
75-441	Electronics Technician, <del>GS-856-11</del>	AAC-440	856
	Requires 1 year in NavAids at GS-9 level.		
75-442	Electronics Technician, <del>GS-856-11</del>	AAC-440	856
	Requires 1 year specialized experience in Radar at GS-9 level.		
75-443	Inventory Management Specialist, <del>GS-210-7</del>	AAC-480	2010
75-444	Electronics Technician, <del>GS-856-11</del>	AAC-440	856
	Requires 1 year experience in at least 2 of the following disciplines: Radar NAVAIDS, Communications or Data Processing.		

September 24, 1975

- 8 -

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
75-445	<u>AIRCRAFT SERVICES BASE</u> Supervisory Electronics Technician, GS-856-12	AAC-830	856
Requires experience in Semi-Automatic Flight Inspection Systems.			
75-446	<u>MANPOWER DIVISION</u> Personnel Staffing Specialist, GS-212-11	AAC-14	200
-----			
TSI-75-5	<u>TRANSPORTATION SAFETY INSTITUTE</u> CANCELLED/TRANSPORTATION SAFETY MANAGER (URBAN MASS TRANSPORTATION) GS-301-13/14	TSI	
Position not to be filled at this time.			
TSI-75-7	CANCELLED/ASSISTANT FOR OPERATIONS, GS-301-14	TSI	
Position is not to be filled at this time.			

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Robert Peters	Electronics Technician	AAC-830	75-201
Gene McCann	" "	" "	" "
Dorothy Gay	Clerk-Stenographer	AAC-110	75-357
Patricia Ball	Secretary (Stenography)	AAC-140	75-358
Robert Miller	Computer Technician	AAC-340	75-369
Gary Tyrrell	Machinist	AAC-440	75-373



# AERO CENTER intercom

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

September 17, 1975

## SPECIAL EDITION

PROMOTION PLAN ANNOUNCEMENT  
For Aeronautical Center Employees Only

### UPWARD MOBILITY PROJECT "OPPORTUNITY 76"

The September 16, 1975, special announcement of upward mobility positions is cancelled.

In our efforts to get the program in operation, you were given a minimum of information and asked to read promotion plan qualifications. Also, some of the positions and levels were too restrictive to accomplish the intent of the program.

A new announcement will be published shortly which will provide additional information concerning the qualifications required for entrance positions and will correct the restrictiveness.

If you have already submitted bid sheets, you do not need to bid again unless the position you previously bid on has changed.

# FAA AERO CENTER intercom

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

September 29, 1975

SPECIAL EDITION



CFC Organizational Coordinators for this year's campaign are, seated left to right: Charles McMillen, FAA SW; Sam Penington, AAC-400; Nancy Boylan, AAC-40; Jeanne Reynolds, FHA; Betty Gatliff, AAC-100; Agnes Simmons, AAC-800. Standing left to right: Paul Chancey, AAC-30; Vard Smith, AAC-50; Monroe Spaulding, AAC-300; Marada Decker, AAC-20; Don Brown, AAC-70; Richard Hall, FINFO; Billy Myers, AAC-900; Robert Sanford, AAC-1000; Kenneth Bomgardner, AAC-10; Dave Jones, CG; Wes Starr, AAC-200.

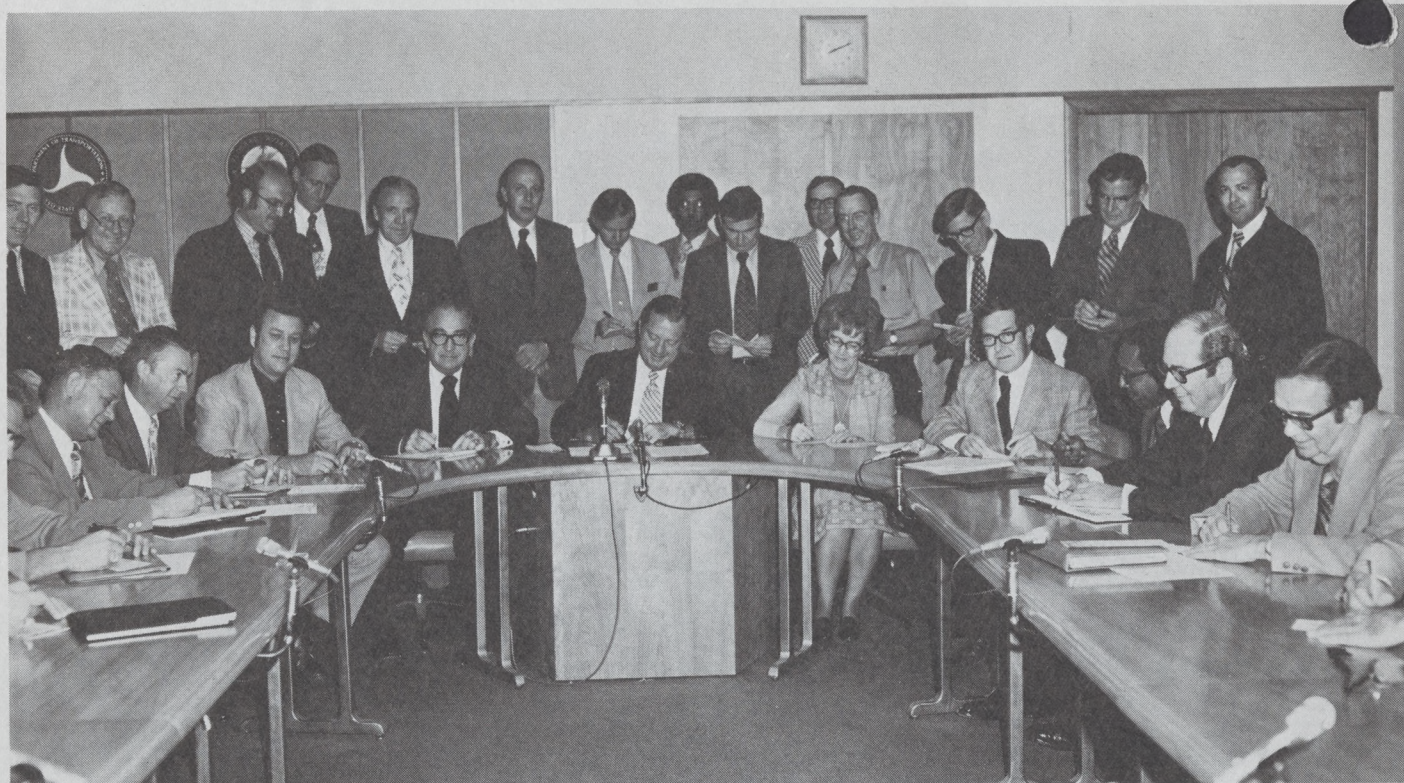
The 1975-76 Aeronautical Center Combined Federal Campaign begins today. The Greater Oklahoma City United Appeal, the National Health Agencies and the International Service Agencies are dependent upon this annual on-the-job campaign for the funds to support the numerous worthwhile programs they sponsor. A film telling the story of the CFC will be shown in the Headquarters Auditorium on Friday, October 3, 1975. All employees may be excused from duty to view this film. Again, please give as generously as you can. With your usual excellent response, we can say, "THANKS TO YOU, IT WORKS."

*Thomas J. Creswell*  
THOMAS J. CRESWELL

PROPERTY OF  
FAA AERO CENTER  
RECEIVED

SEP 30 1975

LIBRARY



Division Chiefs and Staff Officers get an early start on the Combined Federal Campaign by signing their Payroll Withholding Cards at the Director's Staff Meeting.

The film concerning the Combined Federal Campaign will be shown in the Headquarters Auditorium on Friday, October 3, 1975. Times of the showings are:

AM	9:00	9:30	10:00	10:30	11:00
PM	1:00	2:00	3:00	3:30	4:00

Running time of this film is 12 minutes. ALL EMPLOYEES ARE ENCOURAGED TO ATTEND.

"THANKS TO YOU, IT WORKS"



# AERO CENTER intercom

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

75-39

Oct 1, 1975

## TESTS AT JFK AND LOGAN AIRPORTS

### WIND SHEAR STUDY UNDERWAY

As part of an expedited program to develop a capability to detect potentially hazardous wind shear conditions at airports, the agency has begun to collect data on low-level wind shear at New York's JFK Airport and at Boston's Logan Airport. To collect the data, currently-available acoustic radar equipment, which can detect and measure winds up to 1,000 feet, is used. Although this particular equipment is not designed to be used operationally, experience obtained from this program may lead to (continued on page 3)

#### COLEMAN'S POLICIES

In "A Statement of National Transportation Policy," Secretary Coleman said last week, "Responsible action is needed to reform and modernize the regulatory system in which surface, air and water transportation operate." He called for more price flexibility in air transportation and for a more equitable system of airport and airway user charges. In a program of Federal aid to airports, the Secretary said, emphasis should be on airports that serve national interests but are unable to finance their own full costs. In international aviation the Federal government "must review all forms of discrimination or unfair competitive practices to which U.S. air carriers are subjected and take action to eliminate them." Policies should also be adopted to enable American aircraft manufacturers to maintain their world preeminence, since that industry yields the second largest balance of payments benefits to the U.S.

#### AF BEATS THE CLOCK

The Airway Facilities team in the Eastern Region really got on the ball last week when an airplane damaged runway landing aids at JFK International Airport in New York. On takeoff, a DC-8 cargo plane mangled antennas of an instrument landing system and smashed part of an approach light system. Assembling at dawn shortly after the incident, members of the airport's Airway Facilities Sector and regional office's AF Division began round-the-clock work to repair the damage and put the landing aids back into service. At the same time, the team also had to replace parts on the airport surveillance radar which had become worn and were about to fail. By 1 a.m. the next morning, all repair work was finished and the hardware was prepared for flight inspection which took the rest of the day. In all, the facilities were restored to service after a marathon 37-hour effort. Congratulations go to the repair team and especially to Sector Manager Robert Goldman and AF Engineering Branch Chief Mel Watine.

ON COURSE, ON GLIDE SLOPE? . . . In order to alert pilots to potential danger during a landing approach, the agency has ordered that a system warning when the aircraft is below the ILS (instrument landing system) glide slope be installed on all large jet airplanes used by air carriers, air travel clubs and air taxi operators. The new units will work in conjunction with the Ground Proximity Warning System (GPWS) which will provide advance warning on four types of hazardous flying conditions, namely: excessive sink rate, excessive terrain closure rate, negative climb after takeoff and inadvertent proximity to the ground. The new alert system will sound a distinct alarm in the cockpit when a plane sinks below the glide slope. In most cases the system will be required by June 1, 1976.

FAA AVIATION NEWS ACCIDENT PREVENTION CONTEST . . . The annual agency-wide contest for safety cartoon suggestions has been announced by FAA AVIATION NEWS, the monthly safety magazine for general aviation pilots which supports the Accident Prevention Program. The cartoons, drawn by noted artist Robert Osborn, are used monthly on the back cover of the magazine and on safety posters which are distributed to airports and flying clubs throughout the country and abroad. Twelve \$25 cash awards and a credit line in the magazine will be given for the dozen best entries received. All FAA employees, including those retired, may submit as many entries as they wish. To enter the contest, describe in a paragraph or two a significant incident or accident affecting general aviation safety in your area--actual names are unnecessary. Summarize the lesson to be learned from the experience in one sentence, or with a two-line rhymed couplet (similar to those used regularly with the published cartoons). All entries should be postmarked by Oct. 31. Mail to FAA AVIATION NEWS, AFS-807. Be sure to include your full name, address and phone number with your entry.

RADIO FREQUENCY MANAGEMENT CONFERENCE . . . Frequency Management engineers from all FAA regions except Europe will confer with their Washington counterparts, October 6-8. The purpose of the conference is to exchange technical information and ideas on future plans concerning radio frequency use for air/ground communications, navaids and radars. Particular emphasis will be placed on FAA's implementation of 50 kHz channeling in Navaids and 25 kHz channel spacing in air/ground communications. Like All-Pro wide receivers, Frequency Managers get the job done without interference--without radio interference.

FAA GUARANTEES \$\$\$ FOR JETS . . . The agency has guaranteed 90 percent of a \$15.4 million loan to Alaska Airlines for the purchase of six Boeing 727-100 jets and three spare engines. Five of the 93-passenger, three-engine jets will be purchased from Pan American World Airways. The sixth 727 to be purchased is already being operated by Alaska Airlines under a leasing agreement with Jetair Domestic Leasing. The FAA guarantee was issued under the Aircraft Loan Guarantee Act which authorizes the agency to make such guarantees when local service airlines and small certificated carriers are unable to get conventional loans at reasonable interest rates.

Oct. 1, 1975

WIND SHEAR STUDY (continued from page 1) . . . the design of automatic wind shear detectors for operational use. The program is part of a broader investigation of both ground-based and airborne detection devices. Modification and installation of the units at JFK and Logan were carried out for the agency by DOT's Transportation Systems Center in Cambridge, Mass. A similar device with greater altitude capability is currently under development by the National Oceanic and Atmospheric Administration (NOAA) and is expected to be tested at Dulles Airport early next year. Wind shear occurs when winds of significantly different speed and direction converge. Such unexpected changes can be especially hazardous to aircraft operating at low altitudes while approaching or departing an airport.

NATIONWIDE FSS UNIT ELECTION NEARS . . . Ballots will be mailed from Washington on October 1 to the home addresses of eligible FSS and IFSS employees, who will be given the choice of either of two unions on the ballot (NAATS or NAGE) or "neither." To be counted, ballots must be received at the Arlington, Va., Post Office by 8:30 a.m. on October 22, in accordance with instructions sent with each ballot. All non-supervisory specialists in the GS-2152 series at flight service stations are encouraged to vote--except at the Deming, N.M., FSS where voting is precluded by an existing labor agreement with a different union, and at the Balboa, Canal Zone, FSS where the Federal labor-management program is not in effect. Remember, the election is decided by the majority of those who vote!

KEEPING THEM HIGH AND SAFE . . . The first of the Minimum Safe Altitude Warning (MSAW) Systems for the automated radar terminal system (ARTS III) should be ready for testing at NAFEC by December. The MSAW, devised by UNIVAC, enables controllers to alert pilots when they are at or about to descent to a potentially dangerously low altitude. The computer-based system also warns controllers when an appropriately equipped plane sinks below the instrument landing system glide slope while on approach for a landing. In both cases a blinking "Low ALT" appears on the radar scope and an aural signal is triggered. A prototype of this ARTS III add-on system already has been tested at NAFEC and at Denver's Stapleton Airport, and the findings incorporated in the production model. Target date for the completion of MSAW installation at all ARTS III operational sites is November 1976.

COMPUTER TALK ACROSS THE SEA . . . The first direct communication from computer to computer between domestic and non-domestic enroute centers went into operation between Oakland and Honolulu last month. Flight data on westbound flights is relayed to Honolulu through the INTELSTAT satellite. Within a few months data also will be sent automatically in the other direction for eastbound flights. The same communications capability is planned for these other pairs of centers: Oakland and Anchorage; New York and San Juan; and Miami and San Juan.

MORE NOISE HEARINGS . . . The agency has scheduled additional public hearings in eight cities during October to obtain public comment on the development of a national airport noise policy. The eight cities scheduled, with time and location to be announced locally, are: Cleveland, Ohio, Oct. 7; Chicago, Ill., Oct. 8; Atlanta, Ga., Oct. 16; Louisville, Ky., Oct. 17; Boston, Mass., Nov. 13 and 14; Windsor Locks, Conn., Oct. 22; Minneapolis, Minn., Oct 29 and 30, and Fargo, N.Dakota, Oct. 28.

Oct. 1, 1975

-4-

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period October 6 through 10:

Oct. 7 = AAC=943 supply lecture, ARB, Room 206C,  
8:30 - 10:00.

Oct. 8-10 = AFS=570 Flight Inspection Section Chiefs'  
Conference, ARB, Room 206D.  
Oct 8, 9: 8:00 - 4:30; Oct 10: 8:00 - 12:00

Oct. 9 = AAC=910A, International Visitors Council,  
ARB, Room 206A, 8:00 - 4:30

Oct. 10 = Lecture to Gordon Cooper Vo-Tech School  
students, ARB, 206D, 1:00 - 2:15



ELT SYMPOSIUM . . . Approximately 300 people representing FAA, military and manufacturers are attending the Emergency Locator Transmitter (ELT) Symposium, October 1 and 2, here at the Aeronautical Center. Acting Deputy Director John Hall, AAC-3, welcomed the group at their opening meeting.

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

- Oklahoma City Blazers Hockey, Oct. 7 and Oct. 11
- Oklahoma Theater Center, "The Star-Spangled Girl," Oct. 1-12,  
Price \$3.75
- Six Flags Over Texas - Open on weekends only until Nov. 30.  
Adult \$6.00, Child \$5.00
- Lincoln Plaza Playhouse Dinner Theater, "Dames at Sea"
- Gaslight Dinner Theater, "Ladies' Night in a Turkish Bath"

Also available from EA are the following:

- FAA business cards - 250 for \$6.50, 1000 for \$9.00
- Fishing and hunting licenses. We also have deer licenses.
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flats Fun Seeker Cards
- Aquarena Springs at San Marcus, Texas, discount cards

CFC



CFC

Oct. 1, 1975

USE OF FORMS COVERED BY THE PRIVACY ACT OF 1974 . . . Actions required by Notice N 1330.8, Forms Affected by Privacy Act of 1974, have been taken on the forms identified below as indicated. Persons supplying or issuing these forms for individual use as of September 27, 1975, must insure that the revised issuance or proper supplemental form is provided to that individual.

Aeronautical Center forms that have been revised to comply with the Privacy Act. (Previous editions should be destroyed).

<u>AC FORM NO.</u>	<u>NSN</u>	<u>STOCKING POINT</u>
1380-47 (8-75)	0052-00-581-0001	FAA Depot
1380-48 (9-75)	0052-00-573-1000	FAA Depot
1500-16 (8-75)		AAC-141
1500-16-1 (8-75)		AAC-141
1500-16-2 (8-75)		AAC-141
1700-2 (9-69)	0052-00-562-0000	FAA Depot
2730-10 (8-75)	0052-00-563-9000	FAA Depot
3000-24 (9-75)		AAC-911A
3100-10 (8-75)		AAC-910A
3130-9 (8-75)		AAC-940D
3130-47 (8-75)		AAC-940A
3150-1 (8-75)		AAC-143
3150-7 (8-75)		AAC-143
3330-21 (9-75)		AAC-930
8050-1 (8-75)	0052-00-628-9004	FAA Depot
8050-5 (8-75)	0052-00-049-2001	FAA Depot
(Formerly FAA Form 8050-5)		
8050-73 (8-75)	0052-00-549-3005	FAA Depot
8060-1 (9-75)		AAC-260
8060-2 (9-75)		AAC-260
8060-3 (9-75)		AAC-260
8060-55 (9-75)	0052-00-550-8002	FAA Depot
8500-1-3 (8-75)		AAC-130
8500-7 (8-75)		AAC-130
8500-23 (8-75)		AAC-130
8500-24 (8-75)		AAC-130

Aeronautical Center forms that have been supplemented to comply with the Privacy Act. (The basic form should not be issued for individual use without the proper supplement).

<u>BASIC FORM</u>	<u>SUPPLEMENT</u>	<u>NSN</u>	<u>STOCKING POINT</u>
3130-66 (3-75)	3130-66-1 (9-75)		AAC-940A
3145-2 (3-74)	3145-2-1 (9-75)	0052-00-573-2000	FAA Depot
3145-27 (6-70)	3145-27-1 (9-75)		AAC-911A
DVS Form 10	4670-16 (8-75)		AAC-40
8060-56 (12-71)	8060-56-1 (8-75)	0052-00-573-0000	FAA Depot
8080-3 (5-73)	8080-3-1 (8-75)	0052-00-572-9000	FAA Depot

Oct. 1, 1975

-6-

Aeronautical Center forms that have been canceled as a result of the Privacy Act. (Do not issue).

AC FORM NO.

3000-38 (6-73)  
3130-20-2 (3-70)  
3330-34 (3-67)

The following FAA forms involve Privacy Act requirements. The appropriate supplement or revision must be provided individual users. Where stocks of forms have not been established, the Aeronautical Center organization indicated has been provided a sample for local reproduction. Supplements should be ordered from the Depot, with locally reproduced copies utilized until stocks are established.

<u>BASIC FORM</u>	<u>SUPPLEMENT</u>	<u>NSN</u>	<u>STOCKING POINT</u>
FAA 1210-5	FAA 1210-12		AAC-61
FAA 1210-1	FAA 1210-13		AAC-61
FAA 1500-7	FAA 1500-11	0052-00-847-5000	FAA Depot
FAA 1500-1	FAA 1500-12		AAC-21C
FAA 1600-14	FAA 1600-45		AAC-90
FAA 1720-9	FAA 1720-14	0052-00-847-9000	FAA Depot
FAA 3000-3	FAA 3000-12		AAC-17
FAA 3030-3	FAA 3030-5		AAC-17
FAA 3120-1	FAA 3120-9		AAC-17
FAA 3120-3	FAA 3120-10	0052-00-848-0000	FAA Depot
FAA 3120-5	FAA 3120-11	0052-00-848-1000	FAA Depot
FAA 3120-8	FAA 3120-12		AAC-10
FAA 3300-9	FAA 3300-36		AAC-10
FAA 3300-34	FAA 3300-37		AAC-10
FAA 3400-6	FAA 3400-9		AAC-10
FAA 4040-2	FAA 4040-4		AAC-951
FAA 4670-1	FAA 4670-8		AAC-40
FAA 4670-2	FAA 4670-8		AAC-40
FAA 3873	FAA 8000-32		AAC-260
FAA 7711-2	FAA 8000-32		AAC-260
FAA 8000-6	FAA 8000-32		AAC-260
FAA 8420-7	FAA 8000-32		AAC-260
FAA 8310-2	FAA 8000-33		AAC-260
FAA 8420-3	FAA 8000-33		AAC-260
FAA 8020-8	FAA 8020-14		AAC-260
FAA 8030-1	FAA 8030-4		AAC-260
FAA 8060-6	FAA 8060-9		AAC-260
FAA 8110-14	FAA 8110-19		AAC-250
FAA 8310-1	FAA 8310-7		AAC-230
FAA 8320-4	FAA 8320-7		AAC-230

BASIC FORM

SUPPLEMENT

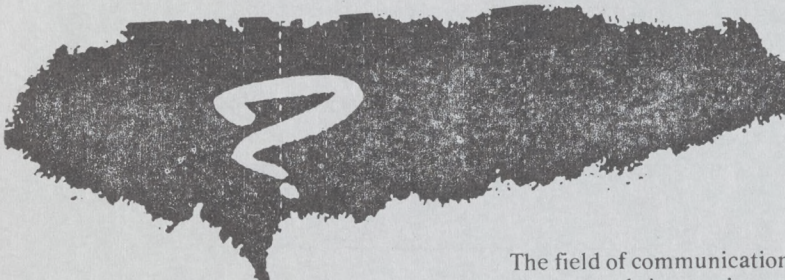
NSN

STOCKING POINT

FAA 8400-3  
 FAA 8410-2  
 FAA 8400-2  
 FAA 8500-8  
 FAA 8500-14  
 FAA 8500-7  
 FAA 8520-2

FAA 8400-4  
 FAA 8400-4  
 FAA 8400-5  
 FAA 8500-22  
 FAA 8500-23  
 FAA 8500-24  
 FAA 8520-5

AAC=260  
 AAC=260  
 AAC=240  
 AAC=100  
 AAC-100  
 AAC-100  
 AAC-100



# Why Communication?



The field of communications is vast and necessary to bring various endeavors to hopefully successful conclusions. The field has its failings due to one reason or another; mechanical, atmospheric or mental. Oft times, failure in communication happens for no other reason than people misreading people - pure and simple. Imagine how much more complex and confused the aviation parts business, for example, would be if a total miscommunication trend (more so than usual) such as the following example were to become the rule rather than the exception.

**Minister to Deputy Minister:** "At 9 o'clock tomorrow morning there will be an eclipse of the sun; as it doesn't happen every day, I want you to gather the employees on the street so that they may see this rare phenomenon. I will explain it to them. Tell them to come as they are in order not to interfere too much with their work. If it should be snowing, we will not be able to see the eclipse, you could then assemble in the Conference Room where I will talk to them about it."

**Deputy Minister to Director:** "By order of the Minister, tomorrow at 9, there will be an eclipse of the sun. If it's snowing, you won't be able to see it in the street in

your working clothes. The eclipse will then take place in the Conference Room which doesn't happen every day."

**Director to Section Head:** "By order of the Deputy Minister, in his working clothes, tomorrow at 9 o'clock in the morning, the inauguration of the eclipse of the sun will take place in the Conference Room. The Deputy Minister will know if it's snowing which is something that doesn't happen every day."

**Section Head to Union Representative:** "Tomorrow at 9, the Deputy Minister will eclipse the sun in the Conference Room in his working clothes. This doesn't happen every day particularly when the weather is nice. If it's snowing it will all take place in the street."

**Union Representative to employees:** "Tomorrow at 9, the eclipse of the Deputy Minister in his working clothes will take place on account of his son. If it should be snowing in the Conference Room, which doesn't happen very often, you can go out on the street."

**Employees' Comments:** "Tomorrow if it's still snowing it looks as if the Deputy Minister will lock himself up with his son in the Conference Room. Too bad he doesn't do that more often."

October 1, 1975

-8-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: October 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.

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

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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
-----------------	---	-----------------	--------------

	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-448	General Communications Equipment Operator, GS-392-5	AAC-44	392

Must work a rotating shift to maintain a 7-day 3-shift teletype operation.

	<u>PLANT ENGINEERING DIVISION</u>		
75-449	Utility Systems Operator, WG-5406-9	AAC-55	JE-5406
	Employee required to work 3:30 p.m. - Midnight shift.	Rotating days off.	
75-450	Electrician, WG-2805-10	AAC-55	JE-2805

	<u>PROCUREMENT DIVISION</u>		
75-451	Procurement Clerk (Typing), GS-1106-4	AAC-72	1106

	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-452	Medical Records Technician (Typing), GS-675-4	AAC-130	675

	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-157	CANCELLED/AVIATION SAFETY INSPECTOR (ACCIDENT PREVENTION SPECIALIST) GS-1825-13	AAC-230	

Position filled by Reduction-in-Force.

October 1, 1975

-9-

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
75-443	<u>FAA DEPOT</u> CORRECTION/INVENTORY MANAGEMENT SPECIALIST, AAC-480 GS-2010-7	AAC-480	2010
	Promotion potential to GS-2010-9. 1 year specialized experience at GS-5 level.		
75-453	Materials Expediter, WG-6705-7	AAC-430	JE-6958
	Subject to shift work.		
75-454	Electronics Technician, GS-856-9	AAC-440	856
	1 year specialized experience in Radar.		

---

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Richard A. Kelsy	ATCS (Term-Instr)	AAC-930	75-51
Walter A. Schrift	" "	" "	" "
Carl F. Borchers	Gen. Aviation Ops. Spec.	AAC-950	75-159
Lucile Jordan	Clerk-Typist	AAC-933	75-215
Carl Waggoner, Jr.	Utility Systems Operator	AAC-55	75-387
Joe Burns	Bindery Worker	AAC-45	75-356
Clifton Owens	Maintenance Mechanic Foreman	AAC-55	75-212
Janet Becker	Accounting Clerk	AAC-21	75-205
Ronnie Thatcher	Position Classification Specialist	AAC-15	75-375
Betty Mack	Payroll Technician	AAC-24	75-206
Reba Fitzpatrick	Accounting Technician	AAC-22	75-355
David Barger	Industrial Engineer	AAC-60	75-394



# AERO CENTER intercom

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

75-40

Oct. 8, 1975

## AGELESS

Under new civil service regulations, discrimination based on age is now included in the grounds for appealing an adverse action--such as firing or suspension. Previously, discrimination because of age could be claimed for a variety of other reasons--such as non-promotion, unsatisfactory working conditions, lack of training opportunities, etc.--but not for adverse actions. In all cases, to be able to claim discrimination because of age, the employee must be from age 40 to 65.

## PAYOFF

The House sealed the fate of the Federal pay raise last week, voting to approve a 5 percent increase favored by the President, rather than the 8.66 percent proposed by a government panel. A 5 percent raise, effective this month, is now a certainty since the Senate has also approved it.

## IF IT'LL IGNITE, IT'S BANNED

### AGENCY CITES SUITCASE PERILS

Hazardous materials on aircraft can be a problem for the agency because everyday air travelers may carry these materials in their checked or carry-on luggage without realizing the potential danger and without knowing they can be fined for doing so. Take butane lighter fuel, for example. It is a compressed gas and every compressed gas, whether flammable or non-flammable, is banned. Also banned are any flammable liquids or solids other than a small quantity of lighter fluid. And the same goes for any corrosive chemicals. Some of these materials can even start a fire spontaneously. A fire aboard an aircraft is a deadly serious matter and flammable materials can turn a minor one into a major one. Other hazardous materials or items illegally packed in passengers' luggage include: mace guns, gun powder used for the home-loading of ammunition, model airplane glue, fire crackers and fireworks, liquid drain cleaners, automotive signal flares and radioactive materials. Other items which can be hazardous when packed in a suitcase include book matches which might rub together and ignite during a flight.

### AND THE RAINS CAME

VFR fliers virtually disappeared from the sky in the Eastern Region two weeks ago as tropical storm Eloise hovered over the area for five days and nights. Characterized by low ceilings and thick, black clouds, the storm flooded the area with record amounts of rain. At Harrisburg, Pa., the Susquehanna River and its tributaries overran their banks, making an island out of Capital City Airport. Although some FAAers stood 16-hour (Continued on bottom of page 5)

October 8, 1975

-2-

TOP SUPPORT THROUGHOUT GOVERNMENT FOR EMPLOYMENT OF HANDICAPPED . . .

The following letters from President Ford, William T. Coleman, Jr., and James E. Dow, document the commitment of Government leaders to the employment of handicapped.

From the White House:

"The Federal Government firmly advocates equal employment opportunities for all Americans. In this context, I pledge my Administration to the employment and full utilization of handicapped persons in staffing the Federal service. Let the emphasis rest upon the individual's ability rather than his or her disability. The handicapped have proved that they are efficient, effective, and productive workers. They can advance the Government's service to its citizens.

Since World War II, Federal jobs have been opened to more than a quarter million of our citizens who, though handicapped, have nonetheless been qualified to serve. They have served well.

The Federal Government has a strong commitment to:

- assist the physically impaired, including the disabled veteran, who are not occupationally handicapped when assigned to the right job;
- consider the mentally restored whose only handicap is that they once suffered an emotional illness; and
- employ the mentally retarded who can demonstrate ability to perform certain tasks required in all organizations.

Now, under the Rehabilitation Act of 1973, and the Vietnam Era Veterans' Readjustment Assistance Act of 1974, that policy has been given new force and meaning for handicapped citizens. Under these laws you are charged with developing comprehensive affirmative action plans for the hiring, placement, and advancement of handicapped individuals and disabled veterans in each Federal department and agency. I urge you to carry out these plans to the fullest extent so that our fellow citizens can learn from your example."

/s/ Gerald R. Ford

October 8, 1975

EMPLOYMENT OF THE HANDICAPPED (Cont'd) . . .

From the Office of the Secretary of Transportation:

"President Ford has called upon the Federal Government to set the example in the employment and full utilization of handicapped persons. He focuses upon the quarter of a million handicapped Federal employees who were hired on the basis of their ability rather than their disability and who have proven themselves to be efficient, effective and productive workers.

We must support the President in this effort, and I have committed the Department of Transportation, over the coming year, to a course of affirmative action in the areas of hiring, placement and advancement of handicapped individuals in the Department.

Our planning documents covering both veterans and non-veterans have been completed. Let us all make a personal effort to implement these plans, with a firm resolve to bring about positive results. The public trust is vested in all of us as Federal Civil Servants and the substantial measure of our effectiveness is in how equitably we serve all of our citizens."

/s/ William T. Coleman, Jr.

From the Office of the Administrator, Federal Aviation Administration:

"I have committed the Federal Aviation Administration, over the coming year, to a course of affirmative action in the areas of hiring, placement and advancement of handicapped individuals in our agency. I feel strongly that we should hire, place and train handicapped persons on the basis of what they are capable of doing, both now and in the future.

In supporting the handicapped program, let us make a firm resolve to bring about positive results. Let us augment our present efforts in this area by aggressively recruiting those individuals who, though handicapped, are efficient, effective, and productive workers. I pledge my support and urge that you join forces with me to implement a successful employment program which serves as an example throughout the Federal Service."

/s/ James E. Dow  
Acting Administrator

The Aeronautical Center also supports the employment of the handicapped program.

'MARY JANE' NOT ON THE PASSENGER LIST . . . In a recent U.S. Customs Service letter, FAA cooperation was cited as an essential factor in apprehending many drug smugglers using aircraft. This includes nine instances in which over 1,000 pounds of marijuana were seized. Praised by Customs were the services of FAA air traffic control facilities as well as assistance by the Civil Aviation Security Service and data processing offices. Flying marijuana is not only against the law but also very dangerous, according to an article in the summer issue of Drug Enforcement, published by the Drug Enforcement Administration of the Department of Justice. According to the article, more than 50 drug smuggling aircraft crashed in the first five months of the year--not all in the U.S., but all bound for the U.S. This averages out to one planeload of "pot" down every three days. Lack of pilot proficiency, poor maintenance and flying under hazardous conditions are cited as causes for the high incidence of crashes. But many loads still get through. According to DEA, as many as 150 planeloads of marijuana enter the U.S. every day.

OPERATIONS REVIEW CONFERENCE COMING UP . . . In order to consider proposals for revising and updating FAA regulations governing aircraft operations, the agency will hold its first Biennial Operations Review Conference December 1-5 in Arlington, Va. The conference is expected to bring together hundreds of persons representing government, manufacturers, operators, pilots, consumer and environmental groups and others. In general, the conference is aimed at updating existing regulations governing aircraft maintenance, airman certification and operation of air carriers, air travel clubs, commercial operators, pilot and mechanic schools and other certificated air agencies.

THREE WAYS TO REDUCE NOISE . . . The agency has scheduled a public hearing for November 5 in Washington on three aircraft noise abatement proposals submitted to FAA by the Environmental Protection Agency. The proposals include: (1) Reduced flap setting for approach by turbojet aircraft. EPA states that an approach made with less than full landing flaps produces less noise than a full flap approach since there is less airframe drag and, thus, less power required. (2) Visual two-segment approach for turbojet aircraft. This proposal calls for the use of a two-segment approach with glide angles of six and three degrees during specially-defined visual weather conditions. Noise reduction would result from the increased altitude and lower power setting for aircraft making steeper approaches. This procedure would not require additional airborne equipment. (3) Two-segment ILS approach for turbojet aircraft. If adopted, this would supersede the two-segment visual approach since it would be done under all weather conditions. This procedure would require the installation of glide slope computer equipment in all affected aircraft.

ORDERED CANCELLED . . . The Logistics Service has cancelled obsolete order 4405.11, Acquisition of Petroleum and Petroleum Products. The cancellation will appear in the cancelled section of the next Directives Checklist.

CONTROLLERS GET SINGLE HANDBOOK . . . A new air traffic controller handbook, combining two previously separate volumes of terminal and enroute information, becomes effective on January 1 next year. The consolidation saves a huge amount of paper--estimated at 10 million sheets over a two-year period--and eliminates about 300 paragraphs of duplicate information on center and terminal ATC procedures. Comments from hundreds of ATC facilities and regional Air Traffic Divisions were considered, and where appropriate, included in the new handbook. The volume, Air Traffic Control Handbook, 7110.65, includes a cross-reference index that matches paragraph numbers from the old handbooks with numbers in the new book.

CONGRESS CONSIDERS "FLEXITIME" . . . Hearings on several bills that would permit Federal employees to work on so-called "Flexitime" are winding up in a House subcommittee this week. Among the proposals is a bill sponsored by the Civil Service Commission that would allow Federal agencies to experiment with flexible hours for its employees without shortening the 40-hour workweek. For example, an employee could work 9 hours one day, 7 the next, etc., as long as the week's total is 40. The bill also would permit tests of a 4-day, 40-hour week without forcing such a schedule on employees for whom it would be inconvenient. In addition, the bill does not require agencies to participate and allows agencies to designate groups of employees for whom Flexitime would be appropriate. Legislative consideration of the issue will continue in the weeks ahead.

100 SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL—2 years: PC-20/75 Technical Officer, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-22/75 Technical Officer, Regional Planning, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. PC-21/75 Editorial Officer—French, P-2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. PARIS—PC-23/75 Deputy Representative, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. DAKAR—3 years: PC-24/75 Technical Officer, MET, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 for PC-20/75 ASAP and for PC-21 through PC-23/75 due 10/31/75. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

RAINS CAME (Continued from page 1) . . . watches, both the flight service station and the airport traffic control tower continued normal operations during the emergency. But home life did not remain normal for all. Flood waters smashed in two sides of a controller's house, and in another location waters rose over the roof of an FSS specialist's home.

DIRECTOR COMMENDS "IDEA CHAMPIONS" . . . During Fiscal Year 1975, forty-three Aeronautical Center employees qualified for special recognition as "Idea Champions" by having been awarded a total of \$100 or more from adopted suggestions. For this achievement, these employees received an individual letter of commendation signed by the Aeronautical Center Director, and a copy of the letter is on file in the employee's Official Personnel Folder.

The following Aeronautical Center employees have earned the honor of being recognized as an "Idea Champion"

Johnny W. Autry	AAC-443	Frankie R. Collier	AAC-443
Don F. Beauford	AAC-443	Sidney J. Blailock	AAC-442
Raymond L. Bradford	AAC-443	Joseph C. Dunbar	AAC-443
Bobby L. Leonard	AAC-443	Paul E. Twigger	AAC-443
Robert E. Rolling	AAC-443	Tinsley L. Jackson	AAC-443
Earl H. Barrington	AAC-140	James E. Cash	AAC-443
Billy G. Nixon	AAC-113	Kenneth E. Dewitt	AAC-443
David M. Willis	AAC-115	J. T. Mars	AAC-444
Charles T. Riney	AAC-313	Wilford L. Holder	AAC-443
Christine D. Hart	AAC-342	John L. Cotter, Jr.	AAC-443
Robert E. Van Hoozer	AAC-343	William E. Thompson	AAC-443
Stanley L. Johnson	AAC-343	Alfred C. Raines	AAC-443
John Nix	AAC-210	Robert L. Bennett	AAC-442
Irene Phelps	AAC-250	Eliza G. Combs	AAC-442
Francis Snodgrass	AAC-835	Joseph W. Reed	AAC-443
Dale George	AAC-835	Raymond Maggia	AAC-443
Thomas Shilling	AAC-834	Richard D. Moseley	AAC-443
Donald L. Lumry	AAC-836	Orval H. Frantz	AAC-482
Robert L. Maurer	AAC-931	John D. King	AAC-444
Lewis E. Holcomb	AAC-442	Wyman A. West	AAC-442
Josef Schilling	AAC-442	Dan E. Nosalek	AAC-443
Arthur L. Foster	AAC-443		

Congratulations are extended to each of the above individuals on having attained recognition as a 1975 "Idea Champion." All employees are urged to strive for such an attainment during FY-76. If you have a question, contact the Incentive Awards Program Coordinator for your organization.

COMING EVENTS . . . The following conferences and meetings have been scheduled for the period October 14 through 17:

October 15 - AAC-943 supply lecture, ARB Room 206C, 8:30 - 10:00

October 16 - Lecture to Gordon Cooper Vo-Tech School students, Hdq. Auditorium, 1:00 - 2:15 (This meeting had been originally scheduled for October 10.)

October 8, 1975

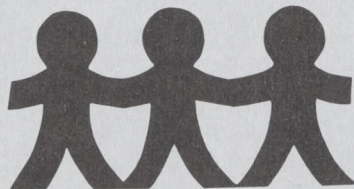
POSITION CLASSIFICATION STANDARDS AND APPEALS . . . Employees who have questions about the classification factors bearing on their specific positions can refer to the set of Civil Service Commission Position Classification Standards located in the Aeronautical Center Library and can check out the applicable standard. The Compensation Branch, AAC-15, in Manpower Division, also maintains a complete set of classification standards which may be examined in the Classification Office. 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 one.



An employee assigned to a position which he feels is not properly classified is encouraged to discuss the classification with his supervisor and with the Compensation Branch. He may appeal the classification of his position in writing in the manner described in 3510.8, Position Classification. Advice on appeal procedures may be obtained from AAC-15.

A classification appeal within FAA shall be addressed to the Director, Office of Personnel and Training, APT-1, through AAC-10. An appeal to the Civil Service Commission by an employee located at the Aeronautical Center should be addressed to the Dallas Region, U.S. Civil Service Commission, 1100 Commerce Street, Dallas, Texas, 75202. Employees at locations other than the Aeronautical Center should direct their appeal to the regional director of the appropriate Civil Service Commission servicing their area.

COMBINED FEDERAL CAMPAIGN . . . After the first week of the Combined Federal Campaign, the following organizations are reporting 100% participation: Budget Division, Management Analysis Division, and Airway Engineering Support Division. The total participation for to date for the DOT 1975-76 Campaign is 24%.



**THANKS TO YOU...**  
**it works**

October 8, 1975

-8-

EMPLOYEE AWARDS . . . Congratulations to the following people who were presented awards this past week in the Director's staff meetings:



A Group Special Achievement Awards was given to the Teletype Unit in the Communications Section of the Administrative Services Division. Those included in this award were Jewell Hicks, Supervisor, Augusta Burge, Bruce Campbell, Green Smiley, Mike Grigsby, Charlsie Weston, and James Stephens.

Receiving individual awards were:

Ray Massey, AAC-53 - Special Achievement Award  
Henry P. Luster, AAC-55 - Special Achievement Award  
John T. Holder, AAC-450 - Special Achievement Award  
Jimmy R. Terrill, AAC-430 - Quality Step Increase Award  
Louis D. Watkins, AAC-450 - Special Achievement Award  
Glen Greer, AAC-940 - Special Achievement Award  
Charles D. Steuben, AAC-950 - Quality Step Increase Award  
Donna Pennington, AAC-940 - Quality Step Increase Award

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

- Oklahoma City Blazers vs. Dallas - Saturday, Oct. 11. Tickets available until Thursday, Oct. 10.
- Oklahoma Theater Center. "The Star-Spangled Girl" October 1-12. Price \$3.75
- Six Flags Over Texas. Open on weekends only until November 30. Adult \$6.00, Child \$5.00
- Lincoln Plaza Playhouse Dinner Theater. "Dames at Sea"
- Gaslight Dinner Theater: "Ladies' Night in a Turkish Bath"

Also available from EA are the following:

- FAA business cards. \$6.50 for 250, \$9.00 for 1000
- Fishing and hunting licenses; also deer licenses.
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seeker Cards
- Aquarena Springs at San Marcus, Texas, discount cards.

October 8, 1975

-9-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: October 15, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>MANPOWER DIVISION</u>		
75-417	Labor-Management Relations Specialist, GS-230-13	AAC-16	200
	<u>ACCOUNTING DIVISION</u>		
75-459	Payroll Technician, GS-544-6 Must have 1 year equivalent to GS-5 level.	AAC-24	500
	<u>PROCUREMENT DIVISION</u>		
75-451	CORRECTION/PROCUREMENT CLERK (TYPING), GS-1106-4	AAC-70	1106
	Corrects location. Previous bidders on this announcement need not resubmit.		
75-460	Contract Specialist, GS-1102-11	AAC-70	1102
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-461	Animal Caretaker, WG-7706-5	AAC-100	JE-7706
	<u>FAA DEPOT</u>		
75-462	Supply Technician, GS-2005-6	AAC-430	2005

October 8, 1975

-10-

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
-----------------	---	-----------------	--------------

AIRCRAFT SERVICES BASE

75-463	Sheet Metal Mechanic (Aircraft) Leader WL-3806-11 Permanent swing shift.	AAC-830	JE-3806
--------	--	---------	---------

FAA ACADEMY

75-415	*Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AAC-951	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 this position.

75-416	*Air Traffic Control Specialist (Terminal- 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 Specialist at an Air Traffic field facility, regional Air Traffic Division, the Washington office of Air Traffic Service or in an AT position with the FAA Systems Research and Development Service.

75-420	*Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AAC-952	1825
--------	--	---------	------

Candidates 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) or ATC Facility is required for this position.

75-421	*Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AAC-953	1825
--------	--	---------	------

Candidates 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 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.



# AERO CENTER Intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

75-41

October 15, 1975

## AGENCY NAMES TOP PRIORITIES

Acting Administrator Dow has identified ten high priority FAA programs. These programs will be assigned completion dates, and specific FAA offices have been made accountable for their accomplishment. The ten programs require priority consideration in order to focus attention on them and produce results. They are included in FAA's broader, continuous efforts which do not have specific completion dates--such as research and development, system capacity, environmental protection and aviation safety. Shown below, the ten programs are not ranked in terms of importance relative to each other--all are equally important.

## SILVER LINING

The U.S. Customs Service has praised FAA's Office of Investigations and Security, not the Civil Aviation Security Service as reported in last week's INTERCOM, for help in catching airborne drug smugglers. But we think CS is doing a good job as indicated by the stories on airport security on page 2.

<u>Priority Program/Project</u>	<u>Action Office</u>	<u>Priority Program/Project</u>	<u>Action Office</u>
DOT Secretary's Task Force Report (19 Safety Recommendations)	AAD	Automation	
FSS Modernization	AED	Minimum Safe Altitude Warning	ATF
Concorde	APD	Conflict Alert	AED
New York Common IFR Room (new)	ATF	Flow Control	AED
Retrofit (engine noise reduction)	APD	Metering and Spacing	AED
National Noise Policy	APD	Toxicity (Fire/smoke) Post Crash	
Wind Shear	AED	Survivability	AFS
		Collision Avoidance System	AED

## LOST AND LOW ON FUEL

Lost, "in the soup" and low on fuel--that's what the pilot told Anchorage FSS specialist Truman L. Glisson, who was working the in-flight position. By instructing the pilot on how to use his VOR radio navigation equipment, Glisson got the plane headed in the right direction. Specialists Kenneth Gevock and Cary Petersen then helped fix the plane's exact position as the disoriented pilot was vectored to Beluga Airport. Although his engine was already running rough because of fuel starvation, the pilot landed safely. And a routine landing it was: the rescue helicopter, alerted by the specialists, was not needed nor was the help of controllers at Elmendorf Air Force Base nor the help of controllers at the Anchorage enroute center. But they were all standing by, ready and waiting, if they had been needed. During September, 176 flight assists were reported--82 by flight service stations, 61 by towers and 33 by centers. There were a total of 285 people reported on board the aircraft involved. The primary causes for the assists included 106 lost pilots, 25 low on fuel, 30 involved in weather and 38 with some type of equipment malfunction.

LOTS OF GUNS BUT NO SUCCESSFUL HIJACKS . . . The number of firearms and other dangerous articles detected at airport passenger screening stations doubled in the first six months of 1975, compared with the preceeding six months, the agency announced last week in its second semiannual report to Congress on the passenger screening program. There were five attempts to hijack U.S. airliners during the first half of the year and none were successful. This compares with one such attempt in the last half of last year and three unsuccessful attempts in all of 1974. In the same six-month period, there were seven hijacking attempts against foreign airliners, two of which were successful. The last successful hijacking of a U.S. airliner was on Nov. 10, 1972. The agency attributed the increased rate of weapons detection to the continued efforts by the airlines to improve their passenger screening procedures and to an increase in the use of X-ray machines to screen carry-on luggage.

NEW SECURITY RULES FOR FOREIGN CARRIERS . . . New regulations requiring foreign air carriers operating in the U.S. to use passenger screening procedures similar to those required for U.S. airlines went into effect on Oct. 10. The regulations are intended to safeguard the lives of U.S. citizens flying on the foreign carriers, and they apply to all foreign carrier flights to, from, and within the U.S. They specify that carriers must use weapon detection procedures to screen passengers and their carry-on luggage before boarding. The carriers also will be required to prevent unauthorized access to their aircraft and to establish security procedures for the loading of cargo and checked luggage. Also required will be procedures for the handling of bomb and hijacking threats.

FAA WORLD, OCTOBER: HALLOWEEN MAY BE SPOOKY, but "The Devil's Triangle" isn't, according to our cover story . . . AWANS is the "Dawn of FSS Automation"; we record the beginning of the one-year test . . . "No Sunsets for the ex-GADO Chief" is about one man's busy golden years . . . The agency wants everyone to "Be a Mechanics Booster" for the annual awards program . . . "How Times Have Changed!"--flight regs circa 1920 . . . A picture page on the "World of Wings" at EAA . . . Technicians are "Taking a Transponder's Pulse" right on the ramp with a computerized analyzer . . . There's also Small World, Federal Notebook, Direct Line, Faces and Places and Heads Up.

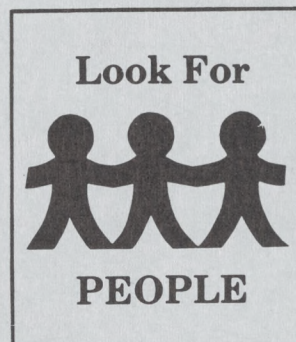
ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP). Duration of assignment: one year with prospects of extension thereafter. Salary - Level 5, Step I, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Jeddah, Saudi Arabia: TA-75/130, Airworthiness Expert. Eastern Mediterranean and Middle East Region, Headquarters, Beirut, Lebanon: TA-75/136, Airworthiness Expert. Applications due in AIA-29 ASAP. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

October 15, 1975

MANPOWER VS. WOMANPOWER . . . In order to eliminate any appearance of discrimination, the name of the Manpower Division has been changed to Personnel Management Division. Also, the Manpower and Personnel Information System Staff (MPIS Staff) has been changed to Personnel Management Information System Staff (PMIS Staff).

FLYING CLUB PLANS GROUND SCHOOL . . . The Aeronautical Center Flying Club is contemplating a Private, Commercial, and Instrument ground school for prospective pilots. Arrangements are now under way. Detailed information will appear in the next issue of Wiretap.

COMBINED FEDERAL CAMPAIGN . . . CFC status as of October 10, 1975, shows DOT at 48% participation. The following Staff Offices and Divisions are all reporting 100% participation rate: AAC-1, AAC-2, AAC-3, AAC-5, AAC-6, AAC-7, AAC-8, AAC-9, AAC-20, AAC-30, AAC-40, AAC-60 and AAC-1000.



HOW THE 55 mph SPEED LIMIT SAVES LIVES

- The 1974 highway traffic toll dropped 17 percent below 1973 totals, to 45,500 fatalities -- 9,500 below the previous year == for the fewest number of highway deaths since 1963.
- The fatality rate (deaths per 100 million vehicle miles) declined from 4.3 to 3.56
- Safety authorities say that lower speeds have been the largest single factor in the reduction of fatalities in 1974, and may have accounted for as much as one-half the total reduction.

October 15, 1975

-4-

WG TO GS? . . . Employees who came to the Aeronautical Center after November 17, 1972, changing from a prevailing rate (wage grade) to a General Schedule (GS) position, should contact Phyllis Reed Howard, AAC-14, Ext. 4504. A recent Comptroller General's decision states that people making the above conversion after November 17, 1972, are entitled to have their service in the prevailing rate (WG) counted toward the within-grade waiting period under the General Schedule (GS).

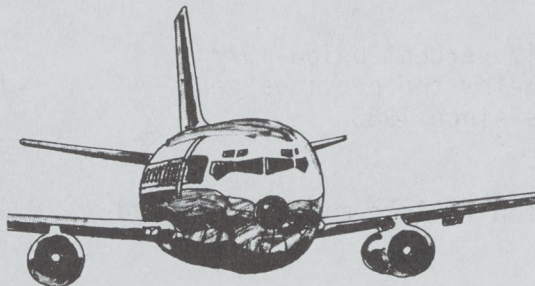
Employees who changed from WG to GS after coming to the Aeronautical Center are already identified and need not apply. Any required corrections for them have already been effected.

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

- Oklahoma City Blazers vs. Tulsa - Friday, Oct. 17.  
Tickets available until Thursday, Oct. 16.
- Oklahoma Theater Center - "Inherit the Wind" - October 29 thru November 9. Price \$3.75
- Six Flags Over Texas. Open on weekends only until November 20.  
Adult \$6.00. Child \$5.00
- Lincoln Plaza Playhouse Dinner Theater
- Gaslight Dinner Theater

Also available from EA are the following:

- FAA business cards. \$6.50 for 250, \$9.00 for 1000
- Fishing and hunting licenses; also deer licenses
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seeker Cards
- Aquarena Springs at San Marcus, Texas, discount cards.
- FAA Class Rings by John Roberts



October 15, 1975

-5-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>DATA SERVICES DIVISION</u>		
75-464	Computer Operator, GS-332-9	AAC-340	332
	<u>AIRCRAFT SERVICES BASE</u>		
75-465	Electronics Technician, GS-856-5	AAC-830	856
	This position has promotion potential to GS-11.		
	<u>FAA ACADEMY</u>		
75-433	*Aerospace Engineer (Instruction), GS-861-12/13	AAC-955	800

Candidates 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 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.)

75-434	*Aviation Safety Inspector (Manufacturing- Instruction), GS-1825-11, 12, or 13	AAC-955	1825
--------	---	---------	------

Applicants selected at the GS-11 or 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 (region or field) for selection to this position.

October 15, 1975

-6-

PROMOTION PLAN ANNOUNCEMENT (Continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
75-435	<u>FAA Academy</u> *Supervisory Electronics Technician (Instruction), GS-856-12	AAC-943	856

\*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: October 29, 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.

FINFO-75-43	Aircraft Mechanic Foreman, WS-8852-10	SEA FIFO	JE-8852
-------------	---------------------------------------	----------	---------

-----



# AERO CENTER intercom

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

75-42

Oct. 22, 1975

## WHITE HOUSE NAMES NEW FAA ADMINISTRATOR

Monday, October 20, the White House nominated the present Secretary of the Air Force, Dr. John L. McLucas, to be the new Administrator of the Federal Aviation Administration.

Doctor McLucas became Secretary of the Air Force in July 1973. He had been Under Secretary of the Air Force since March 1969. Prior to that he was president and chief executive officer of MITRE Corporation.

Doctor McLucas was born in Fayetteville, North Carolina, on August 22, 1920; received a Master's Degree in physics from Tulane University in 1943; and a doctorate in physics from Pennsylvania State University in 1950.

Doctor McLucas is the author of numerous scientific articles and holds ten United States patents. He is a member of the Institute of Electrical and Electronic Engineers, as Associate Fellow of the American Institute of Aeronautics and Astronautics, and a member of the National Academy of Engineering. He has received the Department of Defense Medal for Distinguished Public Service and the Air Force Exceptional Service Award.

October 22, 1975

MANAGEMENT TRAINING SCHOOL GETS GOOD GRADES . . . They like the campus and facilities, if not the location of the school, and generally they feel that the training offered there has helped make them better supervisors and managers. And their bosses and employees agree. They are the 616 supervisors and 128 managers, representing about 10 percent of the graduates of FAA's Management Training School at Lawton, Okla., as of July 1973, who participated in a survey last year to evaluate the effectiveness of the MTS program. The survey team visited a total of 254 field offices and facilities, five regional offices, NAFEC, the Aeronautical Center and FAA Headquarters to question the graduates and their colleagues. The results are contained in a report, "An Evaluation of the Effectiveness of the FAA Management Training School," recently issued by the Office of Aviation Medicine. Most of those interviewed felt the program had been useful in helping them meet the supervisory/managerial demands of their jobs. They, their supervisors and their employees agreed the training has produced positive on-the-job results.

PLANNING GRANT PROGRAM RESULTS . . . Since the inception of its Planning Grant Program in 1971, the agency has approved 1,058 grants, totalling nearly \$40 million for airport master plans and system plans. The grants were awarded to airport sponsors or state, regional or local planning organizations to help them identify current and future air transportation needs. FAA approved a total of 949 grants to initiate or continue development of airport master plans at 907 locations. Of the 949 total, 281 were for airports serving airlines certificated by CAB and 623 were for airports serving only general aviation or non-airline aircraft. The 45 remaining grants went to designated "reliever" airports which siphon light aircraft away from larger commercial airports. In addition to the master plan studies, FAA approved 109 grants to initiate or continue development of system plans at the state, regional or metropolitan area levels. At the present time, virtually all the funds that have been appropriated by Congress for this program, which was established by the Airport and Airway Development Act of 1970, have been obligated. Continuance of a planning program depends on new legislation.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal - 2 years, PC-25/75, Language Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Language Requirement - Spanish must be applicant's mother tongue, or the language used for education. Demonstrated ability to revise and write Spanish translations, with a thorough knowledge of syntax and stylistics, is essential. A profound knowledge of English is essential. 3 years, PC-26/75, Assistant Budget Officer, P=2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. Applications due in AIA-29 by 11/28/75. Bangkok - 3 years, PC-27/75, Technical Officer, COM, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by 12/21/75. Additional information about duties, qualifications, salary and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

October 22, 1975

DON'T LOSE ANNUAL LEAVE . . . All annual leave which is subject to forfeiture must be scheduled and approved in writing not later than close of business, November 22, 1975. The Civil Service Commission requires that all annual leave be scheduled and approved in writing before the beginning of the third biweekly pay period prior to the end of the leave year. For the current leave year the final date for the scheduling and written approval of annual leave is November 22, 1975. Employees should request annual leave before that date. Management should encourage such employee requests. If an employee does not request annual leave, management should schedule and approve annual leave for the employee. If an employee chooses not to request or to use annual leave to avoid forfeiture, he cannot have the forfeited annual leave restored for later use.

NEW ARTS FOR OLD . . . Brand new Automated Radar Terminal System (ARTS III) displays are installed and the system is being tested at the new Atlanta tower which is scheduled to be commissioned June 6, 1976. It was at the Atlanta tower that the prototype for the automated system was tested and commissioned in 1965. The new computer-based equipment was shipped to Atlanta last month, and, according to a local spokesman, 13 of the 14 displays are in place and "look just great." He said the system will be tested by using tapes developed at NAFEC and that from this facility controllers will be capable of handling traffic for a second major airport in the area. The new, eight-sided tower cab sits on four 10-foot-square columns. Although the base building is regionally designed, the tower and cab were built from a standard design for high-activity airports. Similar towers with standard base buildings are scheduled to be built at Philadelphia; Charlestown; S. C.; Charlotte, N.C.; and Colorado Springs.

NIGHT CRASH SIMULATED . . . The first full scale exercise of a night emergency plan to be held at a certificated airport was conducted last Thursday at Los Angeles International Airport. A simulated accident, an air carrier veering off Runway 25L, triggered the exercise. The community, eight hospitals and the UCLA Medical School participated in the life-like exercise. A full report on the outcome is being developed by airport certification specialists in the Western Region who also helped set up the simulated emergency.

AIRCRAFT SEPARATION STRETCHED . . . New procedures requiring air traffic controllers to provide an extra mile of separation between small aircraft landing behind large and heavy aircraft because of the possible effects of wake turbulence were announced last week. The new procedures, effective November 1, 1975, will require a 6-mile separation for small aircraft landing behind heavy aircraft and a 4-mile separation for small aircraft landing behind large aircraft. The separation is required at the time the first aircraft is over the end of the runway. The agency is taking this safety action because of findings of recent studies including those done by FAA at the Department of Transportation's Transportation Systems Center in Cambridge, Mass., and one completed recently by Mitre Corp.

**SUPREME COURT  
SAYS NO TO SUIT**

The suit, filed three years ago by the National Treasury Employees Union to make Federal Employees' contributions to the Civil Service retirement fund tax-free until after retirement, is dead. Last week the Supreme Court refused to hear the case. So that's that. Federal employees will continue to pay income taxes on money withheld for retirement as before.

**ONE HOUR EXTRA**

Nearly all of the U.S. will revert to standard time from daylight savings time at 2 a.m., Oct. 26--except those few parts that stayed on standard time. Clocks should be set back one hour before retiring Saturday night. Employees working at the time of the changeover will receive night differential and overtime pay for working the extra hour. The pay of those on leave or using compensatory time will be unaffected.

**4 FOR VALOR, 9 FOR MERIT**

**FAAers HONORED AT DOT AWARDS**

Thirteen FAA employees will be honored this Friday at the Eighth Annual DOT Awards Ceremony along with 32 other employees from other DOT elements. Four of six Secretary's Awards for Valor go to FAA employees: Joseph K. Fordham, a controller at the Norfolk, Va., tower who, with the help of his son, rescued an injured pilot whose plane crashed in the Great Dismal Swamp; Everett J. Sinon, Jr., team supervisor at the Baltimore tower, who rescued two of his neighbor's children from their burning house; Charles D. MacDonald, controller at the Boston Center, who rescued a boy from an icy pond; Donald W. Kidder, a developmental controller at the Minneapolis Center, who rescued two children whose boat capsized in a lake during a thunderstorm. Receiving the Secretary's Award for Meritorious Achievement are FAAers: Raymond G. Belanger, Director, Air Traffic Service; Russell J. Frick, Chief, ATC Automation Division, Air Traffic Service; Oscar Shienbrood, Special Assistant to the Chief Counsel; Neal A. Blak, Deputy Director, Office of Systems Engineering Management; Malcolm Johnson, General Supply Specialist, Policy and Plans Division, Logistics Service; Thomas F. Lynch, Chief, Logistics Division, Eastern Region, Bernice M. Deutrich, Chief, Systems Staff, Office of Budget; William E. Crosby, Deputy Regional Director, New England Region; and Frederick A. Meister, Acting Associate Administrator for Policy Development and Review.

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards during the Director's staff meeting on October 21, 1975:

- Estelle Richardson, AAC-230 - Quality Step Increase
- Sherry Leafgreen, AAC-212 - Quality Step Increase based on Outstanding Rating
- Nova Winders, AAC-300 - Special Achievement
- Jerry Hatchett, AAC-343 - Quality Step Increase
- Winzell Cole, AAC-442 - Special Achievement
- Narshella Dillon, AAC-484 - Quality Step Increase
- Ray Gambill, AAC-486 - Quality Step Increase
- R. B. Gladden, AAC-940 - Special Achievement



October 22, 1975

COMBINED FEDERAL CAMPAIGN . . . As of October 17, 1975, participation in the CFC at the Aeronautical Center was as follows:

<u>Organization</u>	<u>% of Participation</u>
Director & Staff, AAC-1 - AAC-9	100%
Personnel Management, AAC-10	83%
Accounting, AAC-20	100%
Budget, AAC-30	100%
Administrative Services, AAC-40	100%
Plant Engineering, AAC-50	70%
Management Analysis, AAC-60	100%
Procurement, AAC-70	100%
Audit, AAC-80	50%
Investigations & Security, AAC-90	100%
CAMI, AAC-100	96%
Flight Standards Tech., AAC-200	90%
Data Services, AAC-300	61%
Depot, AAC-400	89%
Aircraft Services Base, AAC-800	75%
Academy, AAC-900	43%
Airway Engineering Support, AAC-1000	100%
FINFO, AFS-500	90%
Transportation Safety Institute	0%
 TOTAL, AERONAUTICAL CENTER	 75%
 Federal Railroad Adm.	 0%
FAA, SW	75%
Federal Highway Adm.	100%
Coast Guard	89%
 TOTAL, OTHER DOT	 81%
 TOTAL, DEPARTMENT OF TRANSPORTATION	 76%



**THANKS TO YOU...**  
**it works**

October 22, 1975

COMING EVENTS . . . The following meetings have been scheduled for the period October 23 through October 29:

October 24 - AAC-942C, Civil Rights meeting, ARB, Room 206A,  
2:00 - 4:00 p.m.

October 29 - AAC-943 supply lecture, ARB, Room 206D,  
8:30 - 10:00 a.m.

\* \* \* \*

NOTICE OF TRAFFIC INTERRUPTION . . . The contractor for the physical security project at the Aeronautical Center will begin work on Tuesday, October 28, 1975.

During this work, traffic will be interrupted intermittently on 63rd Street south of the ANF #2 Building, on 63rd Street south of the Air Traffic Building, on 64th Street south of Headquarters Building, and in the parking lot east of Headquarters Building.

Alternate route will be available at all times for access to all facilities and exit from the Center. This work is expected to continue on this basis through the next month and could extend longer if the weather is bad.

\* \* \* \*

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

- Oklahoma City Blazers vs. Tucson - Sunday, Oct. 26
- Oklahoma Theater Center - "Inherit the Wind" Oct. 29 thru Nov. 9. Price \$3.75
- Six Flags Over Texas. Open on weekends only until Nov. 30. Adult \$6.00, Child \$5.00
- Lincoln Plaza Playhouse Dinner Theater
- Gaslight Dinner Theater

Also available from EA are the following:

- FAA business cards. \$6.50 for 250, \$9.00 for 1000
- Fishing and hunting licenses; also deer licenses
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seeker Cards
- Aquarena Springs at San Marcus, Texas, discount cards
- FAA Class Rings by John Roberts

October 22, 1975

-7-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: October 29, 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.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>ACCOUNTING DIVISION</u>		
75-466	Accounting Clerk, GS-501-4 This position has promotion potential to GS-5.	AAC-21	500
75-467	Accounting Clerk, GS-501-5	AAC-21	500
	<u>PLANT ENGINEERING DIVISION</u>		
75-468	Utilities Systems Operator, WG-5406-7	AAC-55	JE-5406
	<u>FAA DEPOT</u>		
75-469	Secretary (Stenography), GS-318-5 This announcement will be used to fill any vacancy, same title and grade, in the Depot for 90 days.	AAC-490	318
75-470	Supervisory Supply Cataloger, GS-2050-12	AAC-490	2000
75-471	Equipment Specialist (Electronics), GS-1670-9	AAC-480	1670

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Burleigh J. Stokes	ATC Specialist (Term-Instr)	AAC-930	75-51
Albert McGovern	"	"	"
James Sparks	Supvsy. Electronics Engineer	AAC-440	75-67
William Hopson	Production Controller	AAC-440	75-165
Floyd Hayes	Supvsy. Electronics Engineer (Instr)	AAC-940	75-169

October 22, 1975

-8-

PROMOTION PLAN ANNOUNCEMENT (continued)

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Gary Stevens	Supvsy. Electronics Engr.(Instr)	AAC-940	75-169
Ted McAnally	Aviation Safety Inspector (Operations-Instruction)	AAC-950	75-191
Stanley Welniak	"	AAC-950	75-191
Betty Martin	Correspondence Clerk (Typing)	AAC-250	75-196
Ricky Barnes	Aircraft Upholsterer Helper	AAC-830	75-228
Herbert Bengé	Contract Specialist	AAC-70	75-363
James Hatley	Supervisory Clerk	AAC-250	75-367
Buddy Fisher	Utility Systems Operator	AAC-55	75-387
Eugene Anderson	Supvsy. Aviation Safety Inspector (Ops-Instr)	AAC-950	75-344
Sonya Young	Medical Records Technician	AAC-130	75-366
Tina Webb	Supvsy. Coding Clerk	AAC-250	75-368
Saundra Deaver	Clerk-Typist (OCR)	AAC-203	75-380
George McCoy	Medical Records Technician	AAC-130	75-389
Joy Zitterkob	Employee Compensation Clk (Stno)	AAC-18	75-401
Saundra Renbarger	Travel Voucher and Control Clk.	AAC-21	75-402
Jimmie Tyler	Utilities Systems Opr. Helper	AAC-55	75-403
Lorrenza Snyder	Biological Laboratory Technician	AAC-110	75-404
David Dyer	Photographer	AAC-43	75-409
Paul Reamy	Transportation Safety Manager (Motor Carrier Spec.)	TES-15	TSI-75-4



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

75-43

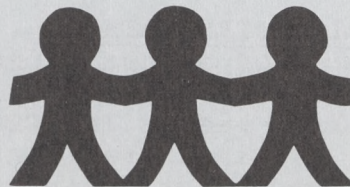
Oct. 30, 1975

service to man in flight

COMBINED FEDERAL CAMPAIGN . . . As of October 24, 1975, participation in the CFC at the Aeronautical Center was as follows:

<u>Organization</u>	<u>% of Participation</u>
Director & Staff, AAC-1 - AAC-9	100%
Personnel Management, AAC-10	98%
Accounting, AAC-20	100%
Budget, AAC-30	100%
Administrative Services, AAC-40	100%
Plant Engineering, AAC-50	95%
Management Analysis, AAC-60	100%
Procurement, AAC-70	100%
Audit, AAC-80	67%
Investigations & Security, AAC-90	100%
CAMI, AAC-100	94%
Flight Standards Technical, AAC-200	98%
Data Services, AAC-300	87%
Depot, AAC-400	92%
Aircraft Services Base, AAC-800	99%
Academy, AAC-900	93%
Airway Engineering Support, AAC-1000	100%
FINFO, AFS-500	95%
Transportation Safety Institute	100%
TOTAL, AERONAUTICAL CENTER	94%
Federal Railroad Administration	0%
FAA, SW	87%
Federal Highway Administration	100%
Coast Guard	96%
TOTAL, OTHER DEPT. OF TRANS.	90%
TOTAL, DEPARTMENT OF TRANSPORTATION	94%

**THANKS TO YOU...**



**it works**

HEALTH INSURANCE RATES GOING UP . . . Because of increases in the cost of health care, premiums for most Federal Employees Health Benefit plans will be significantly higher in 1976 than they were in 1975. But how much rates will go up is not yet certain. Two sets of rates were announced by the Civil Service Commission last week. The first set will go into effect if Congress does not amend legislation that requires health programs to pay some Medicare charges. If Congress does repeal this legislation, the second set of rates will go into effect and increases in premiums--about 35 percent--will be somewhat less substantial. Because of the uncertainty of rate changes, CSC has extended the Open Season for enrolling or changing plans or options to December 31 from the original November 15-30 period. If FEHB programs continue to assume some Medicare charges, Blue Cross-Blue Shield and Aetna rates will be as follows:

	1975 Biweekly Premium	1976 Biweekly Premium Rates			
		Total Premium	Gov't Pays	Emp. Pays	Emp. Pays Add'l
Blue Cross-Blue Shield					
High Self	13.04	20.01	9.86	10.15	4.75
High Family	31.81	47.46	24.40	23.06	10.18
Low Self	4.08	4.48	3.36	1.12	0.10
Low Family	9.99	13.00	9.75	3.25	0.75
Aetna Life Insurance Co.					
High Self	11.52	18.06	9.86	8.20	4.32
High Family	28.70	43.08	24.40	18.68	8.91
Low Self	6.35	11.10	8.33	2.77	1.18
Low Family	15.74	27.48	20.61	6.87	2.94

If Medicare payments are dropped, rates will be:

Blue Cross-Blue Shield					
High Self	13.04	18.19	9.42	8.77	3.37
High Family	31.81	43.14	23.13	20.01	7.13
Low Self	4.08	4.08	3.06	1.02	0.00
Low Family	9.99	11.81	8.86	2.95	0.45
Aetna Life Insurance Co.					
High Self	11.52	16.13	9.42	6.71	2.83
High Family	28.70	38.46	23.13	15.33	5.56
Low Self	6.35	8.58	6.44	2.14	0.55
Low Family	15.74	21.25	15.94	5.31	1.38

SEPARATION COMES A LITTLE LATER . . . The effective date of new separation standards for aircraft has been moved back to November 15 from the November 1 date announced by the agency recently and reported in last week's INTERCOM. The standards increase separation between small aircraft landing behind large or heavy aircraft as an extra precaution against wake turbulence accidents.

Oct. 30, 1975

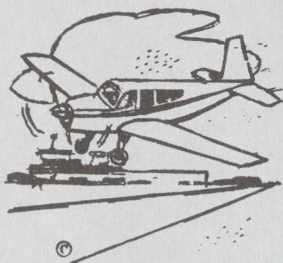
FSS MOVES TO AUTOMATION . . . Only six months after the decision to make the change, the Washington Flight Service Station is scheduled to make a big move this February--from Washington National Airport to the Washington enroute center at Leesburg, Va. and from a traditional, manual operation to automated system. The contract for the new equipment--cathode ray tube display screens, hooked to an on-site mini-computer--is expected to be signed early next month. When the new facility opens for business, automatically updated weather as well as Notices to Airmen (NOTAMS) will be flashed on the CRTs in response to specialists' requests which will be typed on the CRT keyboards. Flight plans called into the FSS also will be directly entered into the computer, and at the right time the information will then be sent on to the appropriate facilities. At the Washington center, the new FSS will be housed in a front room in the administrative office wing complete with private entrance.

AIRPORT AID BILL MAKING PROGRESS . . . Acting Administrator Dow said last week he expects a new airport aid bill will be ready by the end of November. Addressing the Airport Operators Council International, he noted that the House Public Works and Transportation Committee already has approved a bill which represents a "good compromise" with the Administration's proposal and the Senate Commerce Committee should be ready for mark-up of its bill in early November. Following committee action, the bills must be approved by both houses and the differences resolved in conference. A vote on the final version should come in late November, Dow added. The agency's five-year Airport Development Aid Program (ADAP) halted in June when earlier legislation expired.

COLLISION AVOIDANCE CONTRACT LET . . . A \$527,000 contract for the production of two developmental models of a collision avoidance system that works by listening-in on transponder replies to ground queries has been awarded to Litchford Electronics of Northport, N.Y. The system, which is known as B-CAS (for Beacon-Collision Avoidance System), was originally developed for the Department of Defense and is designed to work with existing transponders installed in aircraft. The contract, which was awarded by the Transportation Systems Center on behalf of the FAA, calls for delivery of the two models next January.

SHAGGY ANIMAL STORY . . . FAA has decided to rescind a rule that was originally designed to protect animals in air transportation. The rule, which would have become effective October 18, was withdrawn after the agency received and agreed with numerous objections from airlines, the pet industry, medical schools and research groups. The rule called for securing of animal containers against shifting, protection from shifting of other cargo and adequate ventilation. The rule would have resulted in limiting the number of animals that could be carried and reduced the space available for other cargo. The requirements also would have resulted in higher shipping costs, poorer service and possible higher risk to animals due to delays in shipment. FAA will continue to solicit public comment on air shipment of live animals while considering possible need for rule-making.

NOTICE OF FLYING CLUB MEETING . . . The November membership meeting of the FAA Flying Club will be held Saturday, November 1, 1975, at the Wiley Post Airport Restaurant. The meeting is scheduled for 9:00 a.m. or breakfast at 8:00 a.m. for the early risers. All members and interested persons are encouraged to attend.



FAA ADMINISTRATOR NOMINEE . . . Confirmation hearings before the Senate will be held Tuesday, November 4, to decide upon the nomination of Air Force Secretary John L. McLucas to be the new FAA Administrator.

GLOSSARY ACTION . . . Work on an FAA glossary of air traffic control terms is moving ahead with the compilation of more than fifty comments -- some of them highly detailed -- received from aviation groups and various FAA offices on a draft version. FAA officials hope to print the glossary at the end of this year, although a firm date had not been set for publication. The glossary will be distributed to pilots and air traffic controllers to enhance common understanding of ATC terms and avoid potential misunderstandings. The glossary will contain two parts. The first will be terms used in communications between pilots and controllers; the second will consist of terms required for an understanding of the U.S. ATC system.

SECTOR OF THE YEAR AWARDS . . . Wichita, Kansas, and Los Angeles Center Airway Facilities sectors have been named Sector of the Year in their categories for outstanding performance during FY 1975. National winners in the Airway Facilities sector of the year competition are selected in two categories. Wichita won the top spot in the general NAS sector category and Los Angeles in the ARTCC sector category. The Director or Deputy Director of the Airway Facilities Service will present national award plaques to the winning sectors at ceremonies in their respective regions in November. Each employee of the winning sectors also will receive a personal certificate of accomplishment. Sectors in both categories were rated on facility performance, sector and personnel management, and manpower/workload factors.

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

- Oklahoma City Blazers
- Oklahoma Theater Center, "Inherit the Wind" - October 29 thru November 9. Price \$3.75
- Six Flags Over Texas. Open on weekends only until November 30. Adult \$6.00, Child \$5.00
- Lincoln Plaza Playhouse Dinner Theater
- Gaslight Dinner Theater, "Right Bed, Wrong Husband" Price \$7.75 - Tuesday, Wednesday, Thursday, and Sunday

Also available from EA are the following:

- FAA business cards. \$6.50 for 250, \$9.00 for 1000
- Fishing and hunting licenses; also, deer licenses
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seeker Cards
- Aquarena Springs at San Marcus, Texas, discount cards
- FAA Class Rings by John Roberts



## trick or treat

**DON'T** let your child be a Halloween casualty this year.

Hundreds of parents are shocked each year when their children returned from trick or treat rounds with poisoned popcorn, booby-trapped apples, and candy canes coated with soap.

Fortunately these "tricky treats" are mostly discovered before they cause serious injuries. But for some families, Halloween is marked with tragedies that are difficult to forget.

Can steps be taken to cope with the problem? One chief of police recommends the following four guidelines for parents:

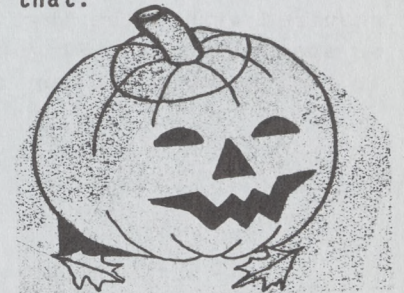
1. Always accompany your children on their trick-or-treat rounds. Stay in your own neighborhood; keep close to your children at all times, even if you have to follow closely behind in the family automobile. People will take notice and be less likely to attack or mistreat children.

2. Visit only homes that are well-lighted on the outside. Homeowners who anticipate (and welcome) Halloween visitors usually keep the outside of the house well-lighted. Avoid darkened houses.

3. Don't allow visits to homes of known cranks. Adults who are intolerant of children are usually known throughout the neighborhood; avoid them.

4. Instruct your children not to eat treats until you have examined them. Unpackaged items such as popcorn should be discarded. Wash fruit thoroughly and cut into small sections before eating. Examine candy bars *closely*; needles and pins can be inserted through the wrapper without disturbing it. Candy with loose or torn wrappers should be discarded.

By adhering to these guidelines, you can keep Halloween a highlight on your children's recreational calendar--and a safe one at that.



October 30, 1975

-6-

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: November 5, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>DATA SERVICES DIVISION</u>		
75-472	Computer Aid, GS-335-6	AAC-340	335
	<u>FAA DEPOT</u>		
75-473	Supervisory Electronics Technician, GS-856-11	AAC-440	856
	Requires 1 year at GS-9 in Nav aids and 2 years at GS-9 or 1 year at GS-10 for quality level.		
	<u>AIRCRAFT SERVICES BASE</u>		
75-474	Secretary (Stenography), GS-318-4	AAC-840	318
75-475	Supervisory Aircraft Maintenance Specialist, GS-301-13	AAC-830	301-7
	<u>FAA ACADEMY</u>		
75-455	*Airspace System Inspection Pilot (Instruction), GS-2181-12/13	AAC-954A	2181

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

October 30, 1975

-7-

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
-----------------	---	-----------------	--------------

FAA ACADEMY

75-456	*Airspace System Inspection Pilot (Instruction), GS-2181-12/13	AAC-954B	2181
--------	---	----------	------

Applicants selected at 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/NAFEC, NFO or field) for selection to this position.

75-457	*Electronics Technician (Instruction) GS-856-11	AAC-954	856
--------	--	---------	-----

A minimum of one year FAA experience is required within the last six years as a supervisor, inspector, engineer or specialist at an FAA Flight Standards avionic operational or maintenance facility 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.

AIRWAY ENGINEERING SUPPORT DIVISION

75-476	Cold Type Composing Machine Operator, GS-324-4	AAC-1000	324
--------	---	----------	-----

-----  
PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES

Area of consideration to include Aeronautical Center.

Open: October 29, 1975

Close: November 12, 1975

FINFO-75-38	Aerospace Engineer, GS-861-13	AFS-560	861
-------------	-------------------------------	---------	-----

# FAA AERO CENTER intercom

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

75-44

Nov. 5, 1975

LIBRARY

## GIVE THANKS FOR FAA WORLD IN NOV.

The Thanksgiving menu includes "We AIM to Please"--the story of the guide to safer pilotage: The Airman's Information Manual. . . "It's a Long Way From Newark" to the Miami Center and a long way from blackboards to RDP . . . "Realism Sharpens Airport Exercises" is about two airports' readiness for disaster . . . . The European inspection staffs are "Watch-dogs Abroad," converging an area larger than the U.S. . . . You'll also find the Federal Notebook, Small World, Faces and Places, Heads Up and Direct Line.

## EXCLUSIVE REPRESENTATIVE CHALLENGED

### FSS SPECIALISTS VOTE FOR NAATS

As a result of an agencywide mail ballot election just tallied, the Department of Labor is expected to certify the National Association of Air Traffic Specialists (NAATS) this week as the exclusive representative for non-supervisory FSS specialists nationwide. Here are the unofficial results of the mail ballot election: Eligible voters - 3,550; votes cast - 2,439; for NAATS - 1,754; for FASTA/NAGE - 395; for neither - 241; void ballots - 49; challenged ballots - 0. NAATS represents some 3,550 FSS specialists throughout FAA except at the Deming, N.M., flight service station where there is an existing labor agreement with a different union, and at the Balboa, Canal Zone flight service station where the Federal labor-management program does not apply. In 1972, NAATS became the first labor organization to be certified as a national exclusive representative of FAA employees. Renegotiation of the NAATS/FAA labor agreement was underway when FASTA/NAGE challenged for recognition which brought about the representation election just completed.

MORE AND MORE WOMEN . . . Women employed in full-time white-collar jobs in the Federal government increased by 38,843 in the year ended Oct. 31, 1974, the Civil Service Commission reported last week. The Commission's survey showed that women represented 61 percent of the overall net increase of 63,677 in Federal white-collar jobs in the one-year period, raising their representation in the work force by nearly one percent--from 34.0 in October 1973 to 34.9 a year later. The number of jobs held by men increased by only 24,384.

DOT SECRETARY PRAISES CONTROLLERS . . . "The superb and eminently safe system of air transportation we take for granted would not exist without your constant care and concern for the air traveler and your intense dedication to duty," DOT Secretary William T. Coleman, Jr., told an audience composed primarily of controllers at the 20th Annual meeting of the Air Traffic Control Association in Washington, D. C., last week. In his talk, Coleman pointed out the advantages of keeping FAA within the Department of Transportation, and he defended recent recommendations calling for the gradual introduction of price and route competition among airlines. Speaking of the air traffic controller profession, he said, "I know that on occasion a controller's judgment will be debated or his performance questioned. The rarity of such instances is, in itself, a tribute to the competence of the air traffic control professional, the conscientious way he carries out his responsibilities, and the great confidence--born of training and discipline--that he brings to his or her job."

SEVEN MORE SELECTED FOR CO-OP ENGINEERING . . . Seven new participants are currently engaged in engineering studies under the cooperative engineering development program. Those selected and the participating regions and universities are:

<u>NAME</u>	<u>REGIONS</u>	<u>UNIVERSITY</u>
William Simms	Central	Kansas University
Robert Lingenfelter	Northwest	University of Washington
Irving Boynton	New England	Merrimack College
Robert Greene	Southwest	University of Texas at Arlington
Burnis Horton	Southwest	University of Texas at Arlington
Juan Ortega	Southwest	University of Texas at Arlington
Glenn Bush	Western	Arizona State University

Each participant will take college courses and receive on-the-job experience for up to two years in order to gain the necessary engineering training for conversion to engineering status. Employees interested in applying for the program should see Order 3410.10A.

CHANGE OR CANCELLATION OF TOP MANAGEMENT DIRECTIVES . . . Directives approved by the Administrator, Deputy Administrator or Associate Administrators may now be changed or cancelled by the concerned Associate Administrator or office or service director when the action will not affect continuity, policy, delegation of authority or assignment of authority to change or cancel a directive that has not been reserved for higher authority. This change to the Directives Order, 1320.1A, will be issued as a Washington supplement and subsequently be incorporated in the forthcoming revision of the national directive.

HOUSE VOTES TO BAN HATCH ACT BAN . . . The House of Representatives--by a lopsided vote of 288 to 19--last week approved a bill which would repeal the Hatch Act's 36-year ban on partisan political activity by Federal employees. The bill now goes to the Senate.

Nov. 5, 1975

TAKING A LOOK AT THE WEATHER . . . High resolution radar weather display systems are being set up in the Atlanta and Midland, Tex., flight service stations. A picture of current area weather will be displayed continuously on eleven-inch-diameter screens for briefers and pilots. At Midland, the system is expected to be operational by December 1, whereas at Atlanta, where the equipment is being set up for test purposes, installation is expected to be completed next week. Tests at Atlanta will include comparing the weather picture with that provided by the recently installed, automated AWANS--Aviation Weather and Notice to Airmen System.



PHONE CHANGE . . . GET READY, TELEPHONE USERS.

On the night of November 28, 1975, at approximately 9:30 p.m., all FTS telephone numbers (about 600,000) will change, involving some 1 million telephones.

The big change, undertaken by the General Services Administration and phone companies, is intended to simplify dialing and improve service while saving money. First of all, area codes will no longer be used for calls from one FTS number to another FTS number. After dropping the area code, some seven-digit FTS numbers will remain the same. In most other cases -- although there will be plenty of exceptions -- the first three digits of the FTS number will change while the last four digits remain the same.

New phone number labels will be attached to phones by company workmen in advance of the changeover. Employees are urged to inform their usual callers of their new numbers to smooth the transition. A new 1976 FTS Users Guide will be distributed to secretaries and typists (distribution code C-6) prior to the changeover and should be kept as a ready reference on the new procedures. It is particularly useful since it contains the phone numbers of FTS assistance operators in various cities in each state.

Commercial phone numbers will not change, which means that some FTS phones will be labeled with both the commercial and FTS numbers. It is expected that technical changes also will soon allow non-FTS (commercial) phones in more cities than at present to accept automatic, dialed calls (i.e., without operator assistance) from FTS phones in the field. Currently, the regions and centers are submitting their new phone numbers to Washington Headquarters to expedite publication, targeted for next February, of FAA's National Field Office Directory which was delayed for this purpose.

If additional information is necessary in using the new FTS numbers, please call the Aeronautical Center switchboard information desk, Ext. 2379.

COMING EVENTS . . . On November 13, 1975, Olivetti equipment will be on display in Room 206D, ARB, from 8:00 until 4:30.

MORE ON VEHICLE REGISTRATION . . . Employees have expressed some misunderstanding regarding registration of temporary use and/or newly purchased vehicles. The following information should provide clarification.

1. Vehicles used as temporary transportation. Call the Security Desk, Ext. 4566, before 9:00 a.m. Provide the officer with your name and organization; make, model, color, tag number, and location of the vehicle. This type of registration will only be valid for a period of one to five days.
2. Change in vehicle (new or used). Register immediately with the Security officer in Headquarters Building. Do not wait for a permanent tag number or title transfer. If you traded a vehicle that was previously registered, you must return the old decals to the Security Desk.



OPPORTUNITY '76 PROJECT . . . The over four hundred applications received in response to the Opportunity '76 Project has far exceeded expectations and is most gratifying. Bids are currently being processed as expeditiously as possible and the selection of people to serve as assessment team members is underway. The current schedule calls for training of the assessors by Washington Headquarters personnel during the week of November 10, followed by a November 17 beginning date for the assessment center for rating eligible candidates. The total assessment process will take about three weeks for completion. All candidates scheduled for assessment will be notified as to when and where to report.

BASKETBALL STARTS SOON--SIGN UP NOW . . . The FAA's men's basketball team will be playing again this year in the city's Thursday night Closed Commercial League. Anyone interested in playing should call Dr. Roger Smith, AAC-118, at Ext. 4846, as soon as possible. Practice will begin next week.



## THANKS TO YOU... it works

COMBINED FEDERAL CAMPAIGN . . . As of October 31, 1975, participation in the CFC at the Aeronautical Center was as follows:

<u>Organization</u>	<u>% of Participation</u>
Director & Staff, AAC-1 - AAC-9	100%
Personnel Management, AAC-10	98%
Accounting, AAC-20	100%
Budget, AAC-30	100%
Administrative Services, AAC-40	100%
Plant Engineering, AAC-50	95%
Management Analysis, AAC-60	100%
Procurement, AAC-70	100%
Audit, AAC-80	67%
Investigations & Security, AAC-90	100%
CAMI, AAC-100	97%
Flight Standards Technical, AAC-200	98%
Data Services, AAC-300	87%
Depot, AAC-400	92%
Aircraft Services Base, AAC-800	99%
Academy, AAC-900	93%
Airway Engineering Support, AAC-1000	100%
FINFO, AFS-500	98%
Transportation Safety Institute	100%
 TOTAL, AERONAUTICAL CENTER	 96%
 Federal Railroad Administration	 0%
FAA, SW	87%
Federal Highway Administration	100%
Coast Guard	96%
 TOTAL, OTHER DEPT. OF TRANS.	 90%
 TOTAL, DEPARTMENT OF TRANSPORTATION	 95%

\* \* \* \* \*

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards in the Director's staff meeting on November 4, 1975: Robert Tinneman, AAC-43B, received a Quality Step Increase Award, and Juanita Foltete, AAC-482A, received a Special Achievement Award.

Nov. 5, 1975

- 6 -

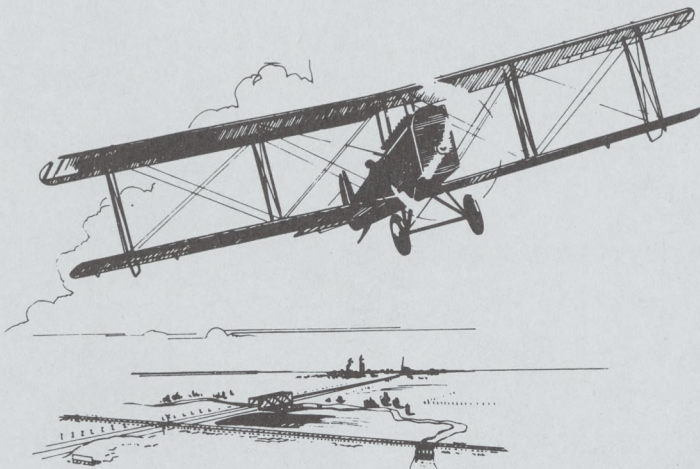
FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets are available from your Employees Association Office:

- =-Oklahoma City Blazers vs. Salt Lake City - Nov. 15
- =-Oklahoma Theater Center, "Inherit the Wind" = On now thru Nov. 30. Price \$3.75
- =-Six Flags Over Texas - Open on weekends only until Nov. 30. Adult \$6.00, Child \$5.00
- =-Lincoln Plaza Playhouse Dinner Theater
- =-Gaslight Dinner Theater, "Right Bed, Wrong Husband" Price \$7.75

Also available from EA are the following:

- =-FAA business cards. \$6.50 for 250, \$9.00 for 1000
- =-Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seeker Cards
- =-Aquarena Springs at San Marcus, Texas, discount cards
- =-FAA Class Rings by John Roberts

Employees Association turkey drawing will be held on November 20.



November 5, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: November 12, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
75-478	Staffing Clerk (Typing), GS-203-4	AAC-14	203
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-479	General Communications Equipment Operator, GS-392-4	AAC-44	392
	This position has promotion potential to GS-5 without further competition. Must work a rotating shift to maintain a 7-day 3-shift teletype operation.		
75-480	Supply Clerk, GS-2005-4	AAC-45	2005
	<u>PROCUREMENT DIVISION</u>		
75-481	Procurement Analyst, GS-1102-13	AAC-70	1102
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-482	Clerk-Typist, GS-322-4	AAC-130	322
	<u>FAA DEPOT</u>		
75-483	Supply Clerk, GS-2005-5	AAC-480	2005

This announcement will be used to fill all GS-2005-5 positions in the Depot for a 90-day period.

November 5, 1975

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>AIRCRAFT SERVICES BASE</u>		
75-484	Aircraft Pseudraulic Systems Mechanic Leader, WL-8268-10	AAC-830	JE-8268
75-485	Editorial Clerk (Typing), GS-1087-4	AAC-820	1087

SELECTION LIST	POSITION	LOCATION	ACPP NO.
James Bernardini	ATCS (Station-Instr)	AAC-930	75-50
David Froemke	ATCS (Terminal-Instr)	AAC-930	75-51
Gregory Clatterbuck	ATCS (Terminal-Instr)	AAC-930	75-51
Lowell Peterson	ATCS (Terminal-Instr)	AAC-930	75-51
Francis Foxwell	ATCS (Terminal-Instr)	AAC-930	75-51
Glenn Rogers	ATCS (Terminal-Instr)	AAC-930	75-51
Wallace Pfaff	ATCS (Terminal-Instr)	AAC-930	75-51
Charles Davis	ATCS (Terminal-Instr)	AAC-930	75-51
Charles Henderson	Materials Expediter Leader	AAC-430	75-164
Jerald Berube	Manufacturing Spec. (Instr)	AAC-955	75-179
John Reid	Aviation Safety Insp. (Ops-Instr)	AAC-950	75-192
Walter Brigida	Aviation Safety Insp. (Air-Instr)	AAC-950	75-194
Gerald DeCelle	"	"	"
Roy Wieden	"	"	"
James Stephens	Supply Clerk	AAC-430	75-341
Gene Smith	"	"	"
Norma Graham	Inventory Management Spec.	AAC-486	75-381
John Callahan, Jr.	Attorney-Advisor (Aeronautics-Instruction)	AAC-950	75-390
John Conti	Maintenance Mechanic	AAC-55	75-393
Woodrow Chaney	Computer Specialist	AAC-344	75-396
James Russell	Quality Assurance Specialist	AAC-450	75-398
Mildred Brown	Engineering Aid	AAC-440	75-406
Barbara Steward	Clerk-Stenographer	AAC-17	75-422
Herald McAfee	Contract Specialist	AAC-70	75-424
Wetona McCornack	Correspondence Clerk (Typing)	AAC-250	75-440
David Lowe	Personnel Staffing Specialist	AAC-14	75-446
Louis DeCorlois	Transportation Safety Manager (Highway Safety)	TES-15	TSI-75-3



# AERO CENTER intercom

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

75-45

Nov. 12, 1975

## HELPS DECISION-MAKING

### CENTERS GET CONFLICT ALERT

The first important step in using automation to help controllers make traffic control decisions was taken when conflict alert systems went into effect at the Kansas City center on October 31 and at the Fort Worth and Memphis centers last week. By the end of the year, conflict alert systems will be in effect at the other 17 centers in the 48 mainland states. Programmed to do the additional brainwork, enroute center computers will estimate the radar position two minutes in the future of aircraft flying at or above 18,000 feet. When aircraft are projected to get closer than minimum separation standards, their identification tags on the radar scope begin blinking to alert the controller who will, if necessary, direct the pilots away from the possible conflict. Conflict alert is the first of various enhancements planned for the NAS Stage A enroute automation program.

### BEIRUT EVACUATION

In the wake of communal violence in Beirut, Lebanon, three FAA European Region employees and their two dependents were evacuated from the city last Wednesday. The employees are: Donald E. Burlingame, office chief; Glen E. Schallenberg, Jr., and Peter J. Goutiere. The employees and their dependents were flown to Frankfurt, Germany on an FAA plane sent from Frankfurt to pick them up. The aviation functions in the Middle East area performed by the Beirut office will be conducted from Frankfurt until a new office is permanently established.

### MCLUCAS HEARING

The confirmation hearing on Dr. John L. McLucas, nominee to be FAA Administrator, was held by the Senate Commerce Committee last week. The committee will meet in executive session this Tuesday when a vote on McLucas is expected. A vote by the full Senate probably will come late this week.

### A SAVE IN THE TRIANGLE

What might have been dubbed another "mysterious" disappearance in the Bermuda Triangle turned into a life-saving air-sea rescue recently, thanks to the efforts of controller Horace A. Wise and two Coast Guard helicopter crews. Radar controller Wise in the Palm Beach, Fla., tower heard the distress call from a light plane he had just handled outbound. The pilot was 21 miles out over the Atlantic Ocean and said he was losing power and going down. FAA immediately asked for Coast Guard helicopters as well as assistance from a DC-3 on a local training flight and the Sheriff's helicopter. (Continued on page 2)

TRIANGLE SAVE (Continued from page 1) . . . Using radar, Wise kept all four aircraft safely apart as they searched in rainy weather for the downed airmen. At last, a Coast Guard chopper picked up emergency locator transmitter signals and flew down to the water to scoop up the instructor and student pilot. During October, 328 flight assists were reported--144 by flight service stations, 132 by towers and 52 by centers. There were a total of 490 people reported on board the aircraft involved. The primary causes for the assists included 201 lost pilots, 49 low on fuel, 59 involved in weather and 88 with some type of equipment malfunction.

LOWER ENGINE NOISE PROPOSED. . . Acting to further combat airplane noise at the source, FAA has proposed a rule to require the next generation of newly designed aircraft to meet even more stringent noise standards than those applied to such "quiet" planes as the Boeing 747, L-1011 and DC-10. Proposed noise reductions for some aircraft types range as much as 10 "effective perceived noise decibels," which represents a halving of perceived noise. The new rule would set differing permissible noise levels on takeoff for airplanes with two, three and four engines, in contrast to present regulations which make no such distinction. Noise levels also would be reduced on approach and to the side of the runway. Affected by the proposed amendment to FAR Part 36 would be all transport category aircraft (over 12,500 lbs.) and all turbojets regardless of weight which apply for type certification after the publication date of the proposed rule. FAA said the lower noise levels are possible with "state of the art" technology in aircraft engine manufacturing.

DELAYS ALLOWED FOR "PROX BOX" . . . Due to equipment shortages among industry suppliers and delays in equipment certification, FAA will permit extensions on an individual basis for up to six months beyond the December 1 compliance date for installation of ground proximity warning systems in large, turbine-powered airplanes operated by the airlines, air travel clubs and air taxi operators. Extensions will be granted only to those operators who demonstrate to FAA that circumstances beyond their control prevent compliance with the original installation date. The systems provide simultaneous visual and aural warnings to pilots in various circumstances when an airplane is in danger of colliding with the ground. The Air Transport Association of America told FAA that 78.5 percent of the 2,400-aircraft airline fleet will be equipped with the systems by December 1.

MORE HEALTH BENEFITS INFO . . . . A new law gives the Civil Service Commission authority to review disputed health benefits claims between all health insurance companies and employees participating in the Federal Employees Health Benefits Program. As a result of this law, a standard review process applies to all claims made for a health service rendered on or after January 1, 1975. These procedures are stated in all 1976 health plan brochures under "General Information" . . . . Familiarize yourself with the procedures and time limits on claims. Keep this information handy for future use.

NEW WAGE GRADE RATES . . . The new Wage Grade pay rates were effective October 19, 1975. Salary checks for the pay period ending November 8, 1975, will include the pay increase. The amount due employees for the retroactive period, October 19 through October 25, will be included in the following pay period check.

WG-WL GRADE	WG-RATES					WL-RATES				
	1	2	3	4	5	1	2	3	4	5
1	3.71	3.86	4.01	4.17	4.32	4.08	4.25	4.42	4.59	4.76
2	3.93	4.09	4.25	4.42	4.58	4.32	4.50	4.68	4.86	5.04
3	4.16	4.33	4.50	4.68	4.85	4.57	4.76	4.95	5.14	5.33
4	4.38	4.56	4.74	4.92	5.11	4.82	5.02	5.22	5.42	5.62
5	4.60	4.79	4.98	5.17	5.36	5.06	5.27	5.48	5.69	5.90
6	4.82	5.02	5.22	5.42	5.62	5.30	5.52	5.74	5.96	6.18
7	5.05	5.26	5.47	5.68	5.89	5.56	5.79	6.02	6.25	6.48
8	5.27	5.49	5.71	5.93	6.15	5.80	6.04	6.28	6.52	6.76
9	5.49	5.72	5.95	6.18	6.41	6.04	6.29	6.54	6.79	7.04
10	5.71	5.95	6.19	6.43	6.66	6.29	6.55	6.81	7.07	7.34
11	5.94	6.19	6.44	6.69	6.93	6.54	6.81	7.08	7.35	7.63
12	6.16	6.42	6.68	6.93	7.19	6.78	7.06	7.34	7.62	7.91
13	6.38	6.65	6.92	7.18	7.45	7.03	7.32	7.61	7.91	8.20
14	6.60	6.88	7.16	7.43	7.71	7.27	7.57	7.87	8.18	8.48
15	6.84	7.12	7.40	7.69	7.97	7.52	7.83	8.14	8.46	8.77

WS GRADE	WS - RATES				
	1	2	3	4	5
1	5.42	5.65	5.88	6.10	6.33
2	5.64	5.88	6.12	6.35	6.59
3	5.88	6.12	6.36	6.61	6.85
4	6.10	6.35	6.60	6.86	7.11
5	6.32	6.58	6.84	7.11	7.37
6	6.54	6.81	7.08	7.35	7.63
7	6.77	7.05	7.33	7.61	7.90
8	6.99	7.28	7.57	7.86	8.15
9	7.21	7.51	7.81	8.11	8.41
10	7.43	7.74	8.05	8.36	8.67
11	7.68	8.00	8.32	8.64	8.96
12	8.00	8.33	8.66	9.00	9.33
13	8.40	8.75	9.10	9.45	9.80
14	8.88	9.25	9.62	9.99	10.36
15	9.43	9.82	10.21	10.61	11.00

INFLIGHT COLLISIONS AVOIDED . . . Flight testing of the Time/Frequency Airborne Collision Avoidance System (ACAS) has been completed. FAA NAFEC planes, including the Grumman Gulfstream and the T-28 Convair, flew 45 missions to test various encounter situations involving two or three planes. The system, which tells pilots to dive, climb or hold their altitude, worked just fine according to a Systems Research and Development Service spokesman. He said that tests indicated that all collisions would have been avoided under normal flying conditions.

COMING EVENTS . . . The following events are scheduled:

- Nov. 13 Olivetti equipment display, ARB Room 206D, 9 - 4
- Nov. 19 AAC-943 supply lecture, ARB Room 206C, 8:30 - 10:00
- Nov. 19 Employees Association Board of Director's meeting, ARB Room 206D, 1:30 - 3:30

EQUIPMENT DISPLAY . . . Olivetti Corporation of America will have an office machine show in Room 206D on the Aviation Records Building on Thursday, November 13, from 9 a.m. to 4 p.m. Olivetti representatives will be exhibiting and demonstrating calculators, typewriters, copy equipment, word processing equipment, micro computers, and modular systems. All interested personnel are invited to attend.



COMBINED FEDERAL CAMPAIGN . . . DOT employees of the Aeronautical Center and other organizations in the Greater Oklahoma City area contributed \$110,529.11 to the 1975-1976 Combined Federal Campaign. The DOT goal-for this year's campaign was \$118,353.00. The DOT contributions were raised with 95% of employees participating. Our sincere appreciation and thanks go to all campaign coordinators and keymen for the effort they expended and to all contributors for their campaign support. The monies donated through CFC will provide valuable assistance to those who are helped by the participating agencies.

**C**OMMITMENT

**A**CCOUNTABILITY

**R**EDUCTION OF CAMPAIGNS

**E**CONOMY

**S**o... THANKS FOR GIVING



Nov. 12, 1975

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

- Oklahoma City Blazers - Tickets available through Thursday for the Blazers vs. Salt Lake City Saturday, Nov. 15
- Oklahoma Theater Center - "You're a Good Man, Charlie Brown" December 3-14. Price \$3.75
- Six Flags Over Texas - Closes for the season November 30
- Gaslight Dinner Theater - "Right Bed, Wrong Husband"

Also available from EA are the following:

- FAA Business cards, \$6.50 for 250, \$9.00 for 1000
- Disneyland/Disneyworld Magic Kingdom Club Cards
- Six Flags Fun Seeker Cards
- FAA class rings by John Roberts
- Aquarena Springs at San Marcus, Texas, discount cards
- Christmas cards

Dates to remember:

- |             |                                  |
|-------------|----------------------------------|
| November 20 | Turkey drawing                   |
| December 6  | Christmas Dance at Lincoln Plaza |
| December 15 | Christmas ham and candy drawing  |

Christmas candy sales will be held early in December. Christmas program, presented by Heritage Hall School, will be scheduled the week of December 15. Exact dates for these activities will be announced later.

+ + +

SAFETY TIPS . . . A drug you take regularly without any trouble many cause a deadly or dangerous reaction when used in combination with another substance. For example:

Don't eat blue cheese when you take penicillin-G; the penicillin won't work.

Don't drink an alcoholic beverage after taking a cold preparation; drowsiness, respiratory trouble, or even loss of consciousness could result.

Don't use a codeine cough remedy with antihistamines; you experience extreme drowsiness.

+ + +



November 12, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: November 19, 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.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
75-486	Supervisory Supply Technician, GS-2005-7	AAC-45	2005
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
75-487	Conveyances Examiner, GS-963-5	AAC-250	963
This position has promotion potential to the GS-7 level.			
<u>AIRCRAFT SERVICES BASE</u>			
75-488	Equipment Specialist (Electronic) GS-1670-11	AAC-820	1670
75-489	Aircraft Mechanic Leader, WL-8852-11	AAC-830	JE-8852
<u>FAA ACADEMY</u>			
75-490	Education Specialist, GS-1710-11	AAC-913	1710
Position has promotion potential to GS-12 without further competition.			

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Leslie Shaw	Quality Inspection Specialist	AAC-53	75-392
Lewis Caberra	Aircraft Mechanic Helper	AAC-830	75-412
Mary Young	Secretary (Stenography)	AAC-840	75-413
Charlsey Yarzab	Payroll Technician	AAC-24	75-459
Edwin Stevens	Supply Technician	TES-15	TSI-75-10



# AERO CENTER intercom

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

75-46

Nov. 19, 1975

**CONCORDE & ENVIRONMENT**  
Secretary Coleman released FAA's Final Environmental Impact Statement last week on proposed Concorde flights to the U.S., while promising a decision by early February on the British and French requests to make four flights daily to JFK Airport in New York and two a day to Dulles Airport near Washington, D.C. The voluminous EIS states that in airport vicinities Concorde will be perceived as twice as loud as older subsonic jets and four times as loud as the newer widebody jets. The EIS also says that Concorde flights might cause 200 cases of non-fatal skin cancer in the U.S. each year, an increase of one tenth of one percent over the existing rate. Coleman said he will preside at a public hearing in Washington, D.C. on January 5 to get additional comments, pro and con, to help him decide the matter. "Public officials have an obligation to listen before deciding," he said.

## THE "TWO" AT OKE CITY

### **NEW WAVE OF ARTS ARRIVING**

The first Automated Radar Terminal System ARTS II arrived at the FAA academy in Oklahoma City last week. It will be used for testing and for training of maintenance people. The ARTS II, designed for light to medium activity airports, does most of the things done by the now-established ARTS III, except it will not track or display an aircraft's ground speed. Because of the modular design, the "two" can be expanded to perform most of the ARTS III current and projected functions. The first ARTS II field installation is scheduled for Edwards AFB in California next June. (Continued on page 3)

## **WAKE TURBULENCE CASE**

The first court decision on a wake turbulence accident in which both planes were flying ILS approaches under instrument conditions was handed down in favor of FAA last month. The U.S. District Court judge for Maryland ruled that the controller at Baltimore Washington International Airport provided proper separation between the two aircraft and that the pilot of Piper Comanche which crashed was improperly conducting his approach by flying well below the glide slope. Expert testimony during the trial showed that wingtip vortices from the 727 jetliner landing ahead of the Piper would have descended 240 feet below the glide slope by the time the Piper encountered them. The Piper pilot was killed in the crash, which occurred on January 1972.

### **MCLUCAS CONFIRMED**

John L. McLucas was confirmed for the post of FAA Administrator by the Senate last week and is expected to take the oath of office this week. In other Congressional action, the House and Senate approved the DOT appropriations bill and sent it to the President. Early action on the bill is expected.

FAA BUYS BIG JETS . . . FAA has bought two used Boeing 727 aircraft for long-range flight inspection missions. The planes, which are slated for delivery early next summer, were purchased for \$5.5 million from Air Finance International, Inc. The aircraft will replace a KC-135 stationed at Oklahoma City and a Lockheed Electra based at Honolulu. The 727s will range as far as Ascension Island in the South Atlantic and Diego Garcia in the Indian Ocean. The Oklahoma City plane also will perform enroute flight inspection over the continental U.S.

OUR WORLD AND WELCOME TO IT . . . If you haven't been reading your copy of FAA World lately, maybe you're missing something. World articles are attracting increasing attention outside the agency and a number are being reprinted in other publications. Included are the May cover story on MLS (Naval Aviation News); two articles from the June issue--one on FAA aid the Detroit Police helicopter unit (Rotorways) and the other on the "Heimlich Maneuver" for helping persons choking on food (ERDA Newsletter); and the August cover story on agency efforts to develop IFR helicopter capability in the Gulf of Mexico (Rotorways and Rotor and Wing). In addition, the October cover story on the Bermuda Triangle was the basis for feature stories in a number of major newspapers including those in Los Angeles, Boston and Miami. Also, excerpts from the September cover story on Panama are being reprinted in a Canal Zone newspaper. Finally, the emergency readiness story from the July issue is being reprinted by Flight Standards for field use and the Panam story is being reprinted by the Southern Region for recruiting purposes. So give FAA World a chance and you may find that reading it is habit forming.

ALL ON BOARD OK AS FAA PLANE DIGS UP RUNWAY . . . No injuries were sustained by three crewmembers and a passenger last week when an FAA flight inspection Convair 580 aircraft skidded down the runway at Hill Air Force Base in Ogden, Utah after the landing gear collapsed on landing. A blade from the left engine propeller slashed through the fuselage and came out the other side, and a minor fire flared up in the right engine. The crew had just completed a series of flight checks of the airfield's instrument landing system and were landing to make a report. The crewmembers were Wayne A. Baumgartner, pilot; Jack P. Collin, co-pilot; and F.J. Spencer, electronic technician. The passenger was Homer C. Geibel, an FAA employee. Though the plane was damaged, the equally expensive electronic gear on board was virtually unscathed. FAA and the National Transportation Safety Board are investigating the accident.

PER DIEM UP, MILEAGE OUT AT OKE CITY . . . Effective November 1, per diem rates for students at the Aeronautical Center were beefed up. The top per diem for short term students--those spending less than 10 days at the center--was raised to \$31 from \$25, while the per diem ceiling for long term students was increased to \$21 from \$18. Also effective November 1, payment of local mileage rates was discontinued for all students since local bus service is available. Exceptions may be made for handicapped students who are unable to ride the bus.

NUMBER PLEASE . . . The countdown to a sweeping change in FTS telephone numbers continues, with the night of November 28 set for the big switchover. Area codes will no longer be used for FTS-to-FTS calls. In the Washington Headquarters area, most FTS phone numbers will not change after dropping the area code. In many cases in the field, however, the first three digits of the number will change while the last four digits stay the same. A revised National Field Office Directory with all the new FAA numbers will be published early next year. Here is a list of the new FTS phone numbers for regional offices, NAFEC and the Aeronautical Center ("X" represents digits which do not change):

<u>LOCATION</u>	<u>OLD NUMBER</u>	<u>NEW NUMBER</u>
New England Region	(617) 273-72XX thru 73XX	836-12XX thru 13XX
Eastern Region	(212) 995-2XXX thru 9XXX	665-2XXX thru 9XXX
Southern Region	(404) 526-72XX thru 76XX	285-72XX thru 76XX
Great Lakes Region	(312) 694-2200 thru 2299	384-9200 thru 9299
"	(312) 694-3300 thru 3399	384-9300 thru 9399
"	(312) 694-4400 thru 4499	384-9400 thru 9499
Central Region	(816) 374-2XXX thru 3XXX	758-2XXX thru 3XXX
"	(816) 374-5XXX thru 7XXX	758-5XXX thru 7XXX
Southwest Region	(817) 624-62XX thru 65XX	736-92XX thru 95XX
Rocky Mountain Region	(303) 837-2XXX thru 4XXX	327-2XXX thru 4XXX
Western Region	(213) 536-60XX thru 66XX	966-60XX thru 68XX
Northwestern Region	(206) 767-2XXX	396-2XXX
NAFEC	(609) 641-2XXX thru 4XXX	346-2XXX thru 39XX
Aeronautical Center	(405) 686-2XXX and 4XXX	732-2XXX and 4XXX

Examples of how to use this list:

Example: Placing a call to the New England Region  
 Old Method: dial 8-617-273-7360  
 New Method: dial 8-836-1360

NOTE: In this case both the local exchange and the extension number changed.

Example: Placing a call to the Rocky Mountain Region  
 Old Method: dial 8-303-837-2746  
 New Method: dial 8-327-2746

NOTE: In this case only the local exchange changed.

Example: Placing a call from a region to the FAA Headquarters, Washington, D.C.  
 Old Method: 8-202-426-3245  
 New Method: 8-426-3245

ARTS II (Continued from page 1) . . . A total of 73 systems have been ordered from Burroughs Corp. Besides the Oklahoma City installation, a second system will be set up at NAFEC for testing and training. The remaining 71 systems will be installed in operating airport traffic control towers.

RESTORATION OF ANNUAL LEAVE . . . Several questions have been raised lately concerning restoration of annual leave when an employee is on extended sick leave. FAA Handbook 3600.4, Absence and Leave, provides that the period of sickness must have interfered with the usage of scheduled annual leave, and must have occurred or continued so late in the leave year that annual leave could not be rescheduled to avoid forfeiture.



Annual leave scheduled in advance means annual leave requested and approved in writing before the start of the third bi-weekly pay period prior to the end of the leave year.

Written documentation is required and will provide the basis for approving the restoration of annual leave.

Specific questions concerning restoration of annual leave may be answered by referring to 3600.4, Chapter 2, or by calling the Labor Relations Branch, AAC-16, Extension 2638.

EMPLOYEE AWARD . . . Congratulations to Ken Sublett, AAC-15, who was presented a Special Achievement Award in the Director's Staff meeting on Tuesday, November 18, 1975.

PERSONNEL SELECTION IN WASHINGTON . . . Carol Arnold has been selected as Chief of the newly renamed Personnel Management Operations Division, APT-100. She replaces Robert McCarthy who was reassigned as a special assistant on the staff of the Associate Administrator for Administration.



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

- Oklahoma City Blazers vs. Tulsa, Saturday, Nov. 22, 15¢ beer night
- Oklahoma Theater Center - "You're a Good Man, Charlie Brown" - December 3-14. Price \$3.75
- Six Flags Over Texas - Closes for the season November 30
- Gaslight Dinner Theater - "Right Bed, Wrong Husband"

Also available from EA for the following:

- FAA class rings by John Roberts
- Discount Christmas cards
- FAA Business Cards - \$6.50 for 250, \$9.00 for 1000

Dates to remember:

November 20	Turkey drawing
December 6	Christmas Dance at Lincoln Plaza
December 1	Christmas candy sale starts in the Employees Association Office
December 15	Christmas ham and candy drawing
December 16	Christmas program presented by Heritage Hall School

+ + + + +

FAA EMPLOYEES ASSOCIATION

CHRISTMAS DANCE

MUSIC BY: Gary Good with Julie Graffe  
DATE: December 6, 1975  
TIME: 9:00 p.m. - 1:00 a.m.  
PLACE: Lincoln Plaza Independence Hall  
4545 Lincoln Blvd.  
PRICE: \$4.50 per person in advance;  
\$5.50 per person at the door



You may purchase your tickets from your Employee Association Representative or at your Employee Association Office.

November 19, 1975

- 6 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: November 26, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER WIDE</u>		
75-491	Clerk-Typist, GS-322-3	Aero. Center	300-2
	The promotion list for this job will be used to fill positions at the Aeronautical Center for a period of 90 days.		
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-492	Supervisory Audio-Visual Specialist, GS-1001-13	AAC-43	1001
75-493	Supply Clerk, GS-2005-3	AAC-45	300-A
	<u>PROCUREMENT DIVISION</u>		
75-494	Contract Specialist, GS-1102-9	AAC-70	1102
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
75-495	Supply Technician, GS-2005-7	AAC-101	2005
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-496	Data Systems Specialist, GS-301-9	AAC-260	301-7
	Specialized experience is developing systems for airman certification and/or examining airman applications.		
	<u>FAA DEPOT</u>		
75-497	Electronics Technician, GS-856-9	AAC-440	856
	At least one year of specialized experience must be in communications.		

## PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
----------	--------------------------------	----------	-------

FAA ACADEMY

75-498	Electronics Technician, GS-856-10	AAC-952	856
--------	-----------------------------------	---------	-----

Requires one year of the specialized experience be directly related to work on aircraft simulators.

75-477	Supervisory Aviation Safety Inspector (Operations-Instruction), GS-1825-14	AAC-952	1825
--------	---	---------	------

Employees 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.

AIRWAY ENGINEERING SUPPORT DIVISION

75-499	Clerk-Typist, GS-322-3	AAC-1010	322
--------	------------------------	----------	-----

This position has promotion potential to GS-4 without further competition.

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Allie J. Johnston	Inventory Management Specialist	AAC-486	75-381
Margaret Moody	"	"	"
Augusta Burge	Purchasing Agent	AAC-72	75-388
Sue Coy	"	"	"
Thomas Glover	Identification & Condition Verifier	AAC-430	75-397
Jerry Berry	Inventory Management Specialist	AAC-480	75-399
Lois J. Fuller	"	"	"
Carolyn Hudson	Procurement Clerk (Typing)	AAC-70	75-410
Ronald Hise	Purchasing Agent	AAC-70	75-425
Kenneth Doerksen	"	"	"
Clarence Moss	Teletypewriter Repairer	AAC-440	75-429
James Pickett	Electrical Equipment Repairer	AAC-440	75-430
Willard Means	"	"	"
Cecil Fillmore	"	"	"
John Bodnar	Inventory Management Specialist	AAC-480	75-431
George Cone	"	"	"
Benna Sudderth	"	"	"
Joe Denham	Equipment Specialist (Aircraft)	AAC-430	75-432
Clifford Dodson	Electronics Technician	AAC-100	75-438
Verda Riley	Coding Clerk	AAC-130	75-439
H. C. Blalock	Electronics Technician	AAC-440	75-441
Gary Groman	Hazardous Materials Safety Spec.	TSI	TSI-75-8



# AERO CENTER intercom

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

75-47

Nov. 26, 1975

## ADMINISTRATOR SWORN IN



JOHN L. McLUCAS

Monday, November 24, Dr. John L. McLucas, former Secretary of the Air Force, was sworn in as FAA Administrator on Monday. The oath was administered to FAA's sixth Administrator by President Ford. McLucas, who holds a doctorate in physics, served as Secretary of the Air Force since July 1973.

## NEWS FROM WASHINGTON

DOW HONORED . . . James E. Dow, FAA's Acting Administrator since April, will receive the Aero Club of Washington Distinguished Service Award. The Club, which is a chapter of the National Aeronautic Association, cited Dow's accomplishments during his 32-year agency career and his tenure as Acting Administrator in announcing the award.

YEAR'S BEST FLIGHT SAVES PICKED . . . "The engine's just about dead," came the voice over the radio.... It would probably have ended in tragedy for the pilot, his wife and two of their friends on October 24, 1974, had it not been for air traffic controller Robert A. Hutchings of the Anchorage ARTCC. Hutchings, who is also a commercial pilot with instrument and multiengine ratings, explained to the pilot how to backfire his engine to get it running smoothly again and then carefully guided him away from the treacherous mountains to an altitude where the plane could avoid icing and then make a safe descent and landing at Merrill Field in Anchorage. For his life-saving feat, Hutchings will receive an Outstanding Flight Assist-Award on December 9 from FAA Administrator John L. McLucas. Three other FAA employees who provided outstanding help to pilots in trouble also will receive awards. (Continued on page 4)

LET THERE BE LIGHT--WHEN NEEDED . . . To help conserve energy, the agency has adopted radio control systems that will allow pilots to turn on airport lights at selected airports when needed prior to landing. A pilot in flight will be able to activate the lighting system by keying his microphone a specific number of times with the radio tuned to a discrete communications frequency. The option of selecting different light intensities for approach lighting also will be available. Runway and approach lights would stay on 15 minutes before going off automatically. Radio controls are expected to be installed by the end of 1976 at more than 300 airports which have approved instrument approach procedures.



FAA RESPONDS TO TASK FORCE . . . FAA has released a status report on its actions in response to recommendations of the Secretary's Task Force on the FAA Safety Mission. The Task Force, formed last January, made 19 recommendations dealing with all major safety responsibilities of FAA. Highlights of FAA actions are: The Aviation Safety Reporting Program ("immunity program") to promote a free flow of information on safety problems from pilots, controllers and others; improved monitoring of manufacturers' quality control; establishment of "Critical Design Reviews" to augment routine type certification of aircraft; continuation of almost daily meetings with NTSB on safety recommendations; a series of reviews and streamlining efforts and tighter control over exemptions--all to speed up the rulemaking process; and issuance, in cooperation with industry, of specific guidelines for biennial flight reviews. Other achievements include the development of plans to make air carrier flight checks more realistic; formation of a working group with NASA for thorough study of better cockpit design to reduce probability of human error and to detect and warn of human error and mechanical failures; formation of a standing group, composed of air carrier, controller, general aviation, military and pilot representatives, to review air traffic control procedures; requiring controllers to issue low altitude alerts when aircraft are dangerously close to the ground or obstructions; and pending distribution of a Pilot/Controller Glossary of terms. With regard to the recommendations dealing with reorganization of the regional structure, consolidation of the engineering and manufacturing functions and streamlining the Headquarters operation, the agency said it has developed alternate courses of action which will be presented to the new Administrator for his review and decision.

OPPORTUNITIES FOR TRAINING OUTSIDE THE FAA . . . FAA, under certain circumstances, is authorized to pay or reimburse an employee for all or part of the expenses associated with training provided by other Federal agencies, or by non-government groups. The purpose of this training should be to increase economy and efficiency of FAA operations and to raise the standards of employee performance. Employees interested in training opportunities outside FAA should consult Chapter 11, Out-of Agency Training, of FAA Order 3000.6B. In addition, FAA Order 3010.6E, FAA Catalog of Training Courses, contains information about FAA training courses including a large number of commonly-used out-of-agency training courses. Also, there are certain types of after-hours academic programs which may be supported by the agency when they are clearly job-related. Your supervisor and your local Training Branch can give you additional information.

MAINTENANCE REPORTING . . . The Maintenance Automatic Reporting System MARS-1, a computer program that will collect and disseminate maintenance information for technicians in the 20 NAS enroute centers has been approved by Airway Facility officials. The program will use the sophisticated computers already in the centers. Included in the information available from the program will be system histories which a technician can refer to in order to see how a specific malfunction was fixed in the past. The reporting system will also keep track of work in progress, schedules for preventive maintenance and daily outages.

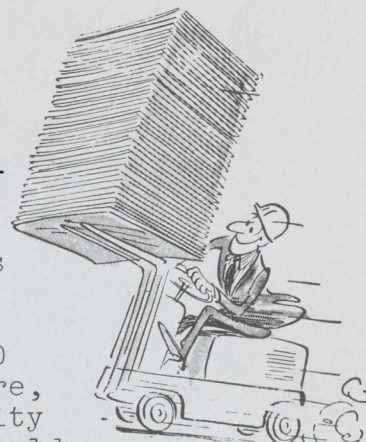
BEST FLIGHT SAVES (Continued from page 1) . . . They are: Toby Cooper, Tri-City, Tenn., ATCT; Lester B. Massey, Phoenix, Ariz., ATCT; John L. Louthan, London, Ky., FSS. On January 3, 1975, it took 38 minutes to locate and radar identify a lost aircraft during which time Toby Cooper calmly and reassuringly instructed the pilot how to use the various instruments while making sure he kept his altitude and heading. After the aircraft was spotted on radar 27 miles east of the airport, Cooper convinced the pilot he could make the descent through the clouds and proceeded to lead him down with a continuous flow of clear, precise instructions. Lester Massey immediately detected an emergency in the peculiar message he received while on duty at the Phoenix tower on Oct. 1, 1974. Realizing the pilot intended to commit suicide, Massey kept up a steady stream of soothing and sympathetic conversation. This brought the pilot back to reality and he landed safely at the airport 46 minutes after the drama began. On March 1, 1975, as light snow was falling from low, overcast skies in London, Ky., Louthan monitored with direction-finding equipment three unsuccessful attempts by a private pilot to land at London. He then took over and provided descent instructions until the aircraft was less than 400 feet above the ground. From there the pilot spotted the ground and landed. . . with empty tanks.

STATUS OF WOMEN . . . Four task forces have been appointed to assist the Office of Civil Rights in preparing a Report on the Status of Women in FAA. These ad hoc groups, composed of employee volunteers, are studying career problems of secretaries, educational and training levels of women compared to men in the same job, need for child care, and problems of employees over age 40. Other task forces are being formed to consider minority and handicapped women, women who leave FAA, female air traffic controllers, Federal Women's Program Coordinators and the role of women's committees. FAA employees or groups who would like to share information or concerns on these or other subjects relevant to the status of women in FAA are asked to send their items to their regional Civil Rights Offices before December 15.

HELP PLAN THE AIRPORT . . . Citizens will have a chance to get more involved in airport planning if airport sponsors and planners follow new guidelines issued last week by the agency. Published as an Advisory Circular entitled "Citizen Participation in Airport Planning" (No. 150/5050-4), the new guidelines outline various approaches to enhance citizen participation, including comprehensive programs with citizen advisory planning groups, news media information campaigns and workshops and more basic programs for smaller planning projects. The circular emphasizes early involvement of citizens in the planning process to help identify potentially controversial issues, such as site selection for a new airport. Copies of the circular may be obtained from DOT, TAD-443.1, Washington, D.C. Also available is a new FAA film, "Where Airports Begin" (FA0570), which portrays how two communities successfully planned and developed their respective airports. For free loan contact: FAA Film Library AAC-44E, P.O. Box 25082, Oklahoma City, Okla. 73125.

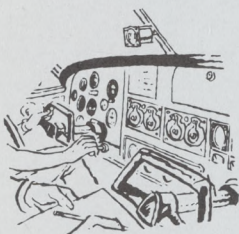
GENERAL SERVICES ADMINISTRATION (GSA) CATALOG . . .

Word from the GSA Centralized Mailing Lists Services in Denver is that they are behind in the printing of the catalogs. Also, distribution is being made to facilities according to the quantity each should receive; i.e., all facilities receiving small numbers of catalogs have already received them.



Cataloging Branch distributes in excess of 200 catalogs to addressees at the Center; therefore, we are down the line according to their priority of mailing. It is estimated that catalogs should arrive for distribution within a few more weeks.

VOLUNTEERS NEEDED . . . The Vision Research Unit, AAC-115E, CAMI, needs 35 pilots to participate in a study of visual factors influencing the readability of aircraft instruments. Participating pilots (male or female) must be 40 years of age or older, hold a current airman's medical certificate, and fly either general aviation or air carrier aircraft. An instrument and/or instructor rating is not necessary.



Volunteers will be given a visual exam and will be asked to answer a short questionnaire concerning visual factors. The procedure will take 20 minutes.

Subjects will be scheduled, at their convenience, on workdays from 0815 to 1600 through December and January. There will be no personal identification of subjects -- this is not a part of a flight physical exam.

Those who are interested and willing to help, please contact Mr. John Vaughan at 686-4861.

REMINDER . . . On Monday morning, December 1, the new FTS phone numbers will be in effect. (The changeover actually takes place around 9:00 p.m. on November 28.)



HAVE A HAPPY THANKSGIVING



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

- Oklahoma City Blazers
- Oklahoma Theater Center - "You're a Good Man, Charlie Brown" - December 3-14 \$3.75
- Gaslight Dinner Theater
- Lincoln Plaza Theater

Also available from EA are the following:

- FAA class rings by John Roberts
- FAA Business Cards - \$6.50 for 250, \$9.00 for 1000
- Discount Christmas cards

DATES TO REMEMBER:

December 6	Christmas Dance at Lincoln Plaza
December 15	Drawing for Christmas ham and candy
December 16	Christmas program presented by Heritage Hall School

CHRISTMAS CANDY:

Christmas candy is on sale now at the Book Store

FAA EMPLOYEES ASSOCIATION

CHRISTMAS DANCE

MUSIC:	Gary Good with Julie Graffe
DATE:	December 6, 1975
TIME:	9:00 p.m. - 1:00 a.m.
PLACE:	Lincoln Plaza Independence Hall 4545 Lincoln Blvd.
PRICE:	\$4.50 per person in advance \$5.50 per person at the door

You may purchase your tickets from your Employee Association Representative or at your Employee Association Office.

November 26, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: December 3, 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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
75-500	<u>PLANT ENGINEERING DIVISION</u> Carpenter Foreman, <del>WS-4607-7</del>	AAC-55	JE-4607
75-501	<u>ACCOUNTING DIVISION</u> Accounting Technician, <del>GS-525-6</del>	AAC-22	525
75-502	<u>DATA SERVICES DIVISION</u> Computer Operator, <del>GS-332-5</del>	AAC-340	332
This position has promotion potential to GS-7 without further competition.			
75-503	<u>FAA ACADEMY</u> <del>Clerk-Typist, GS-322-3</del>	AAC-941	300-2
This position has promotion potential to GS-4 without further competition.			
75-504	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Cold Type Composing Machine Operator, <del>GS-324-3</del>	AAC-1000	324
This position has promotion potential to GS-4 without further competition. Cancels announcement 75-476.			

# AERO CENTER intercom

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

75-48

Dec. 3, 1976

## NEW HANDBOOK

The agency's Employee Handbook has been completely revised and updated to reflect administrative and legislative changes that have occurred since the handbook was last revised in March 1971. Copies of the new edition, to be issued exclusively to new employees as they enter on duty, will be sent to region, NAFEC and Aero Center manpower chiefs by December 10. Also 1,000 copies are being sent to air traffic control facilities for use in Phase I of the new FAA Academy AT training program for newly hired AT personnel.



## AVIATION FORECASTS SHOW GROWTH

### AGENCY FACILITIES TO KEEP BUSY

Aircraft operations are expected to jump 60 percent by 1982 at airports with FAA air traffic control service, according to the agency's latest Aviation Forecasts. The number of IFR aircraft handled by the enroute centers is forecast to rise 33 percent by the same date with flight service station activity going up 79 percent. The FAA report also indicates that the number of passengers carried by the scheduled U.S. airlines will hit 310 million by 1982, representing an annual growth of 5.8 percent. General aviation flight hours are projected to rise by 5 percent annually in the same time period, and account for an increasing share of total flight activity. By 1980, general aviation aircraft will log 79 percent of all operations at controlled airports. Total operations at controlled (Continued on page 2)

### FY 1976 BUDGET APPROVED

President Ford swore in Dr. John L. McLucas as FAA Administrator on Monday, November 24, and then gave him some money to work with by signing the Department of Transportation's money bill for Fiscal Year 1976. Included in the bill is \$1.64 billion for FAA for the 12-month period ending June 30, 1976, with an additional \$421,275 to cover the three-month transition period between FY 1976 and FY 1977. Not included in the appropriations bill were funds for facilities and equipment and airport planning and development. The agency had requested \$250,000 for F&E and \$350,000 for the airport program but these items were deferred pending Congressional action to extend enabling legislation for the Airport and Airway Development Act.

AVIATION FORECASTS (Continued from page 1) . . . airports is projected to reach 94.9 million by 1982; IFR aircraft handled by centers 32.3 million, and flight services 104.4 million. The report also projects three possible long-range activity levels--to 1987--based on the health of the economy.

MEASURING WIND SHEAR . . . A laser wind shear measuring device is now being tested by the agency in conjunction with the department's Transportation Systems Center at New York City's JFK Airport. The laser unit is capable of detecting wind shear by measuring the speed and direction of wind currents from the surface up to altitudes of approximately 1,000 feet. Wind shear is a phenomenon in which the wind speed or direction varies significantly with changes in altitude. Such unexpected changes can be hazardous to aircraft operations at low altitudes on approach to and departure from airports. This is the second type of wind shear detection device to be tested by the agency in recent weeks. Acoustic radar equipment has been in use at JFK and Boston's Logan to collect low-level wind shear data since last month.

HOW HIGH THE CLOUDS? . . . FAA will buy 41 cloud height indicator systems for slightly less than \$1 million from Sonicraft, Inc., a Chicago-based minority firm. The devices will be installed in the vicinity of airports and will measure cloud heights in feet by means of laser beams. The information will be displayed in easy-to-read numbers in control towers for controllers to relay to pilots. Delivery of the units is scheduled to begin a year from now and be completed by March 1977.

CANCELLATION OF AAF ORDERS . . . The following orders are cancelled: Order 3400.5A, Proficiency Requirements for Standby Engine Generator Emergency Procedures at Air Route Traffic Control Centers, dated May 24, 1971; Order 6980.2, Emergency Switching Procedures, Commercial and Generator Power, ARTCC Facilities 550 KW Engine Generators, dated December 29, 1966; and Order 6930.19, ARTCC Automation Wing Building Size 100-Standard Design, dated December 22, 1975. The cancellation of these orders will be reflected in the next edition of the FAA Directives Checklist.

GOOD WORK AT CHICAGO . . . The Great Lakes Regional Office reports that letters have been received from top airline officials commending air traffic controllers on the efficiency of their operations during recent construction at Chicago's O'Hare International Airport. Construction began on two of the airport's original runways in June with the closing of a major east-west runway for resurfacing and associated shoulder and electrical work. When this project was completed, a northeast-southwest runway was closed for similar work. Currently, runway construction has been completed for the season and all runways are available for use. The total cost of the construction work was \$7 million.

Dec. 3, 1975

EYES OF DENVER UPON HIM . . . A pilot partially blinded by blood from his gashed forehead was guided by tower controllers to a safe landing at Denver's Stapleton International Airport last month. The pilot later said a severe updraft threw him against the plane's instrument panel, shattering his sunglasses and knocking him unconscious for a few moments. Tower controllers Donald Holland, William Tuggle and Keith Lilak worked the distressed plane after the Denver enroute center handed off the twin-engine turboprop when it was about 40 miles north of the airport. To make the landing as simple as possible, the tower stopped all takeoffs on the north-south runway for about 10 minutes, permitting the pilot to make an undelayed straight-in approach. An ambulance met the plane on the runway and took the pilot to a hospital. The damaged plane was towed off the runway.

NEW APPROACH TO WRITING APPROACHES . . . Automation may be on the verge of opening new territory in Flight Standards, following a recent contract award for a communications system to speed up production of instrument approach charts. The system would link the agency's seven Flight Inspection Field Offices (FIFO) with their parent office in Oklahoma City, the National Flight Inspection Field Office (FINFO), and with the National Flight Data Center (NFDC) in Washington. Computer-based display screens would be used by Flight Standards inspectors in the FIFOs to research data needed to design instrument approach procedures. The devices also would be used to transmit new or revised procedures to FINFO for review, and from there, to NFDC for general distribution. NFDC would send the data via the devices to the National Oceanic and Atmospheric Administration, which actually draws the charts. Under a \$388,900, 10-month contract, TRW Systems Group, Inc., of McLean, Va., is working on a preliminary design for the communications system.

FAA WORLD'S CHRISTMAS PRESENT TO YOU is a story on the other great mystery of the airspace--"UFOs--Flights of Fancy or Fancy Flights" . . . You'll also find stories on the Chicago FSS finding "Another Way To Skin FSS Automation" . . . a "Consolidated Controller Handbook" . . . The story of an O'Hare controller reunion: "Radar Willy and Other Legends" . . . A woman who believes being an inspector is "A Great Way of Life" . . . and a Christmas-entertaining recipe in "Have a Cheese Ball" . . . We also have for you a Word Search, Federal Notebook, Faces and Places, Direct Line, Small World and Heads Up.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO). DAKAR, 2 years, PC-30/75 Technical Officer, AGA. CAIRO, 3 years, PC-31/75 Technical Assistance Officer. The salary for each of the above positions is P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications for PC-30/75 and PC-31/75 due in AIA-29 by 1/16/76 and 12/15/75 respectively. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

HOLIDAY FROM DANGER . . . Each year during the Christmas/New Year holiday season, there is a marked increase in the number of off-duty accidents. Off-duty accidents which may occur to FAA employees during the oncoming holiday period can mean loss of the services and skills of these workers in the accomplishment of the FAA mission. It can also mean individual income loss to these employees and their families. And it will certainly mean personal suffering, both to the victims and to their loved ones.



There are many hazardous conditions confronting persons who travel, especially during this time of the year. If you plan to drive, be sure you are rested, leave home in plenty of time, have your trip well planned and your car in top mechanical shape. The importance of safe, sober driving cannot be over-emphasized.

Fire can also rob us of our holiday cheer. Whether we are decorating our homes or offices, the same safety precautions apply. Look for the Underwriters Laboratory (UL) stamp of approval on all electrical devices and check them for defects before using. All lights should be turned out before closing the office or leaving home. Don't overload electrical circuits. If a live tree is used, buy a fresh one; locate it away from sources of heat and drying, away from exits, and keep the stand filled with water. Take the tree down as soon after the holidays as possible (no later than January 2, 1976, at the Aeronautical Center). Keep combustible decorations to a minimum and never use them near sources of heat and flame.



Keep safety in the forefront of all you do, and have a happy holiday season.

CAFETERIA CLOSING . . . The Headquarters Building cafeteria will be closed for the period December 22, 1975, through January 2, 1976, for repairs. All other cafeterias will remain operational during this period.

EMPLOYEE AWARD . . . Congratulations to Alice Jones, AAC-410, who was presented a Quality Step Increase Award in the Director's staff meeting on December 2, 1975.

COMING EVENTS . . . The following events are scheduled:

- Dec. 3-5      AFS-520 Instrument Approach Procedure Automation (IAPA) Committee Meeting/TERPS, Room 206D, ARB, 8:00 - 4:30
- Dec. 4        Safety programs for Depot personnel, Headquarters Auditorium, 9:30 and 10:30
- Dec. 5        New Employees' Orientation, Headquarters Auditorium, 1:00 - 4:00
- Dec. 11,12   Flight Standards meeting on protective breathing equipment, Headquarters Auditorium

TERPS (Terminal Instrument Procedures) Public Meetings . . . The Navigation System Accuracy Working Group of TERPS Advisory Committee will hold a meeting on December 8, 1975, at the Sheraton Inn. Purpose of this meeting is to discuss and review navigation system accuracies as related to fix accuracies and obstacle clearance requirements.

The TERPS Advisory Committee will hold a meeting December 9-12, 1975, at the Sheraton Inn, to discuss changes in the TERPS Handbook 8260.3A. This handbook contains all criteria for the design of approach procedures, departure procedures, and associated operations. It is issued jointly by the FAA, Coast Guard, Navy, Air Force, and Army.

Agreements made at these meetings will affect the design of instrument procedures, not only on a domestic basis, but internationally.



FAA FLYING CLUB SCHOOL . . . The FAA Flying Club private pilot ground school will begin on January 6, 1976. The classes will meet from 5:00 to 8:00 p.m. on Tuesdays and Thursdays for seven weeks. Mr. George Elliott will be the instructor. Send your name, routing symbol, and phone number to Mr. Lew Cadogan, AAC-54A, if you wish to attend and have not already notified him. Oklahoma City University will grant three credit hours for this instruction.

Dec. 3, 1975

FROM YOUR EMPLOYEES ASSOCIATION . . .

DATES TO REMEMBER:

December 15            Drawing for Christmas ham and candy  
December 16            Christmas program presented by  
                                 Heritage Hall School. Programs  
                                 begin at 11:00 a.m., 1:00 p.m.,  
                                 and 2:00 p.m.

CHRISTMAS CANDY:

Don't forget to get your Christmas Candy this year.  
The candy is on sale now at your Employees Association  
Office at a 25% savings to you.



CHRISTMAS DANCE:

MUSIC:                Gary Good with Julie Graffe  
DATE:                 December 6, 1975  
TIME:                 9:00 p.m. - 1:00 a.m.  
PLACE:                Lincoln Plaza Independence Hall  
                                 4545 Lincoln Blvd.  
PRICE:                \$4.50 per person in advance  
                                 \$5.50 per person at the door

You may purchase your tickets from your  
Employee Association Representative or  
at the Employee Association Office.



December 3, 1975

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nation-wide announcements: December 10, 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.

Privacy Act Requirements (P.L. 93-579). The above referenced forms are used to determine qualifications for promotion and other placement actions and are authorized under Title 5 of the U. S. Code, Sections 3302 and 3361. Each specified form must be submitted in order for you to be considered for promotion to the position being advertised. The social security number appearing on the Performance Evaluation Record is not required for this purpose and may be deleted. Your servicing personnel office or the office named in this announcement will be able to provide information on specific Privacy Act requirements.

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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PROCUREMENT DIVISION</u>		
75-505	Purchasing Agent, GS-1105-5	AAC-70	1105
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
75-506	Program Assistant (Typing), GS-301-5	AAC-210	300-B
	Specialized experience is operation of a communication mag card typewriter that accesses a remotely located time sharing computer.		
75-507	Secretary (Stenography), GS-318-4	AAC-210	318
	<u>FAA DEPOT</u>		
75-508	Clerk-Typist, GS-322-3	AAC-480	322
	Promotion potential to Supply Clerk (Typing), GS-4 without additional competition.		

December 3, 1975

- 8 -

PROMOTION PLAN ANNOUNCEMENT (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AIRCRAFT SERVICES BASE</u>		
75-509	Clerk-Stenographer, GS-312-4	AAC-800	312
75-510	Painter Leader, WL-4102-9	AAC-830	JE-4102
75-511	Supervisory Production Controller, GS-1152-12	AAC-850	1152
75-512	Production Controller, GS-1152-11	AAC-850	1152
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
75-499	CANCELLED/CLERK-TYPIST, GS-322-3	AAC-1010	
This position has been readvertised as AAC-75-504.			

-----

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES

Area of consideration to include Aeronautical Center.

Open: December 3, 1975

Close: December 17, 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.

FINFO=75=45 General Supply Specialist, GS-2001-9                      ATL FIFO              2001  
This announcement cancels FINFO-75-33.



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

75-49

Dec. 10, 1975

service to man in flight

## McLUCAS GREETES EMPLOYEES

To the men and women of FAA:

On November 24 I was sworn in by President Ford as the Sixth head of FAA. It is a real honor and privilege to be accorded this expression of confidence by the President, the Senate, and Secretary Coleman. I look forward to becoming acquainted with the people of FAA and lending my efforts to dealing with the problems and challenges which we all face in the future.

I am familiar with FAA through my work at the MITRE Corporation in the late 1960's and for the past seven years with the U.S. Air Force. I hope to draw on this experience in various ways to the extent that it applies.

After only two weeks, during which I visited several air traffic facilities in the Washington area and participated in the Operations Review Conference, I can already see that we have a large number of dedicated and capable people. I have also been exposed to some of the key issues facing the agency. These issues will require considerable study and analysis and will demand a high level of cooperation between FAA and other elements of the Department of Transportation. We will need the help of Congress in making the National Airspace System even more responsive to the needs of our people while minimizing environmental and economic problems which confront us all.

Although the agency has helped aviation to achieve an amazing safety record, avoidable accidents still occur. This means that we must strive for even higher standards of performance in the coming year.

I am proud to be a member of the FAA team. Together I know we can make major advances throughout the New Year.

Best wishes for a happy and safe holiday season.

*John McLucas*  
JOHN L. McLUCAS  
Administrator



U. S. OFFICIALLY ENTERS MLS SWEEPSTAKES . . . The U.S. proposal for the Microwave Landing System (MLS) has been submitted to the International Civil Aviation Organization (ICAO) for adoption as the new international standard precision landing system. ICAO, which will evaluate the United States proposal in competition with systems proposed by the United Kingdom, France and West Germany, is expected to make its decision sometime in 1976. Meanwhile, prototype models of the new system are expected to be delivered next spring for tests by the FAA which are designed to provide further data to support the U.S. proposal.

BEWARE OF GIFTS . . . With the Christmas season again upon us, employees should keep in mind guidelines in connection with acceptance of gifts from persons who deal with the Department of Transportation. Regulations prohibit the acceptance of gifts or favors of monetary value from a person who has or is seeking business or financial relationships with the Department, conducts operations regulated by the Department or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. One of the few exceptions to this general policy exists when the circumstances make it clear that a family relationship, rather than the business of the persons concerned, is the motivating factor for the gift or favor. For full details, see Order 3750.3A or check with your servicing Personnel Management Division.

COMMITTEE HEARS NOISE DISCUSSION . . . FAA policy, regulations and research efforts on aircraft noise abatement were outlined by Frederick Meister, Associate Administrator for Policy Development and Review (Acting), in his first appearance before the House Committee on Public Works and Transportation, Subcommittee on Aviation, last week. Meister's discussion focused on possible retrofit of jet engines, flight procedures, development of FAA policy on airport use restrictions and actions under past legislation to assure compatible land use around airports.

BLOOPER DEPARTMENT . . . Some inadvertent budget-cutting occurred in last week's INTERCOM. An additional \$421,275,000 has been authorized for the three-month transition period between FY 1976 and FY 1977, not \$421,275. Also, \$250 million and \$350 million, not thousand, were requested in separate legislation for facilities and equipment and the airport aid program, respectively. The cancelled Airway Facilities order, 6930.19, was dated December 22, 1969, not 1975. The FAA film, "Where Airports Begin" (FA0570), showing how communities successfully planned and developed their airports, is not currently available as previously reported. This film should be available from the FAA Film Library AAC-44E, P. O. Box 25082, Oklahoma City, Okla. 73125, early next year.

December 10, 1975

GROUND PROX DEADLINE DELAYED . . . Because of an unacceptably high number of false alarms in the use of ground proximity warning systems (GPWS), the agency has given air carriers up to September 1, 1976, to resolve reliability problems with this equipment, which is designed to prevent accidents due to inadvertent flight into terrain. The action removes the GPWS from the "go-no-go" list of aircraft equipment. When an item on this list is inoperative, an aircraft cannot take off legally. The action also permits pilots to turn off the GPWS in flight when it is malfunctioning. FAA previously issued a rule requiring the installation of this equipment by December 1, 1975, and subsequently amended this to allow extensions on an individual basis to June 1, 1976.

UPDATE ON PATCO/NAATS/FAA CLASSIFICATION STUDIES . . . In accordance with provisions of the national labor agreements, the PATCO/FAA and the NAATS/FAA classification study reports were forwarded to the Office of the Secretary on September 16 and November 14. Since the Civil Service Commission is the only agency authorized to develop and approve position classification standards, OST forwarded both reports to CSC with a request that CSC conduct an occupational study which would recognize the complexity of today's air traffic control system.



PERSONNEL CHANGES . . . James M. Dermody, Superintendent, FAA Management Training School, has been selected as Executive Officer of the Great Lakes Region. William J. Thievon, from the Flight Standards Division in the Central Region, will be Assistant Division Chief, Flight Standards Technical Division, AAC-200, effective December 21, 1975. Joseph Laitin, Assistant Secretary of Defense for Public Affairs has been selected as Assistant Administrator, Office of Information Services, AIS-1.

CLOSED CIRCUIT TV TO IMPROVE SECURITY SYSTEMS . . . Within the next sixty days, security systems and procedures at the Center will be enhanced by the addition of a network of Closed Circuit Television (CCTV). The network of CCTV as is currently being installed has two primary purposes: (1) to improve access control to buildings during non-normal duty hours, and (2) to increase the level of protection afforded government property entrusted to our use and care.

CCTV cameras will be installed at the following locations:

1. Gate 13 on the flight line.
2. Twelve selected locations inside the Depot warehouse.
3. Entry to the computer room, MultiPurpose Building.
4. The designated special entry door on each of the eleven major Center buildings, excluding Headquarters. The Depot warehouse will have two special entry installations.

All cameras will be tied in to monitors located in the Security Control Center, Headquarters Building. An additional monitor will be located in the Communications Control Center (CCC) in Hangar 9.

All special entry doors, as well as Gate 13, will have two cameras, one wide angle for general surveillance and one split lens for close-up identification. These entry points will also be equipped with a communication system and electric strikes which will allow the door to be opened from the console located in the Security Control Center. Gate 13 will be activated from the CCC console in Hangar 9.

Single cameras with wide angle lenses will be installed at all interior locations (warehouse and computer room entry).

Following installation of the CCTV network, all special entry door keys previously issued will be recalled, as keys will not be required for after hour access. Chapter 3 of Plant Protection Handbook, AC 1600.21B, will be revised to include new procedures for gaining access to buildings after normal duty hours. Changes in the policy and procedures for key issuance and control will also be part of the pending handbook revision.

December 10, 1975

COMING EVENTS . . .

- Dec. 11, 12 Flight Standards meeting on protective breathing equipment, Headquarters Auditorium
- Dec. 16 Employees Association Christmas program, Hdq. Auditorium, 11:00, 1:00, and 2:00
- Dec. 17 Employees Association Board of Directors meeting, ARB Room 206D, 1:30-3:30
- Dec. 17 AAC-8 Flight Safety Meeting, Hdq. Auditorium, 12:30-3:00
- Dec. 18 AAC-8 Flight Safety Meeting, Hdq. Auditorium, 9:00-11:00
- Dec. 18 Quarterly Incentive Awards Program Coordinators Conference, ARB Room 206D, 1:30-3:00

SPECIAL FLIGHT SAFETY MEETING . . . A special Aeronautical Center Flight Safety Meeting on Winter Weather is scheduled for 1:30 p.m., Wednesday, December 17, 1975, with a repeat session at 9:30 a.m., Thursday, December 18, 1975. The meeting will be held in the Headquarters Building Auditorium and will feature a briefing by an Aeronautical Center Forecaster and a new movie on winter flying.

OPPORTUNITY '76 PROJECT . . . Assessment of participants for the 1976 Aeronautical Center Upward Mobility Project has been completed. Top ranked candidates who are to be referred for consideration will be notified of that referral this week.

Employees designated as counselors will receive specialized training the week of January 11, 1976, and counseling will be scheduled for those employees whose names were not referred. Information will be provided as to the rationale and ratings for each assessed skill. The participant's supervisor is to be present so that he or she may more effectively provide counsel and advice regarding personal goals and self-development.

December 10, 1975

- 6 -

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

--Oklahoma City Blazers vs. Ft. Worth. December 13, 1975, Puck Night.

--Oklahoma Theater Center - "Youre a Good Man, Charlie Brown" December 3-14. Price \$3.75

DATES TO REMEMBER:

December 15 Drawing for Christmas ham and candy  
December 16 Christmas program presented by Heritage Hall School. Programs will be presented at 11:00, 1:00, and 2:00

Be sure to drop by the Book Store and buy your Christmas Candy for your friends:

CHRISTMAS CANDY PRICE LIST		RETAIL	OUR PRICE
Royal Collection	2lb.	\$ 9.75	\$ 7.30
American Queen	1lb.	\$ 3.75	\$ 2.80
	2lb.	\$ 7.25	\$ 5.45
French Creams	1lb.	\$ 2.95	\$ 2.20
	2lb.	\$ 5.75	\$ 4.30
Choc. Covered Nuts	12oz.	\$ 3.95	\$ 2.95
Assorted Choc.	1lb.	\$ 2.95	\$ 2.20
	2lb.	\$ 5.90	\$ 4.45
	3lb.	\$ 9.60	\$ 7.20
	5lb.	\$14.95	\$11.20
Honey Bees	14oz.	\$ 3.85	\$ 2.90
Golden Corwn	1lb.	\$ 3.75	\$ 2.80
	2lb.	\$ 7.25	\$ 5.45
Western Originals	11oz.	\$ 3.25	\$ 2.45
Texanas	15oz.	\$ 3.95	\$ 2.95
Red Velour	2lb.	\$ 9.25	\$ 6.95
Christmas Feature	1lb.	\$ 4.25	\$ 3.20
Season's Greetings	1lb.	\$ 3.75	\$ 2.80
Corsicana Fruit Cake	2lb.	\$ 5.95	\$ 4.50



December 10, 1975

= 7 =

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: December 17, 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.

Privacy Act Requirements (P.L. 93-579). The above referenced forms are used to determine qualifications for promotion and other placement actions and are authorized under Title 5 of the U. S. Code, Sections 3302 and 3361. Each specified form must be submitted in order for you to be considered for promotion to the position being advertised. The social security number appearing on the Performance Evaluation Record is not required for this purpose and may be deleted. Your servicing personnel office or the office named in this announcement will be able to provide information on specific Privacy Act requirements.

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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
75-513	Supply Clerk, GS-2005-5	AAC-44	2005
75-514	Bindery Worker, WG-4402-5	AAC-45	JE-4600
	<u>FAA DEPOT</u>		
75-515	Supply Clerk (Typing), GS-2005-4	AAC-490	2005
Applicants must have typing proficiency documented. This announcement will be used to fill future position vacancies throughout the Division for 90 days.			
75-516	Inventory Management Specialist, GS-2010-5	AAC-480	2010
Promotion potential to GS-7 without further competition.			
75-517	Clerk, GS-301-6	AAC-440	301
Requires 1 year at the GS-5 level.			

## PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>AIRCRAFT SERVICES BASE</u>			
75-518	Electronic Technician, GS-856-5	AAC-830	856
Has promotion potential to GS-9.			
75-519	Aircraft Mechanic Helper, WG-8852-5	AAC-830	JE-0001
<u>FAA ACADEMY</u>			
75-520	Clerk, GS-301-4	AAC-911	300-B
Requires 1 year specialized experience related to the coding and verification of computer reports.			

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Billy McCracken	Electrical Engr. Tech. (Instr)	AAC-940	74-336
James Boone	ATC Specialist (Term-Instr)	AAC-930	75-51
George Phillips	"	"	"
Dennis Poore	ATC Specialist (Center-Instr)	AAC-930	75-160
Bruno Clunich	"	"	"
James Busbee	"	"	"
Lowell Rhodes	"	"	"
Leland Guenther	Aviation Safety Insp. (Ops-Instr)	AAC-950	75-191
Charles Plemmons	Supvsy. Production Controller	AAC-850	75-202
Buster Jones	Operating Accountant	AAC-23	75-354
Nancy Boylan	Supervisory Librarian	AAC-44	75-362
William Hawke	Electrical Engr. Tech. (Instr)	AAC-941	75-377
Garry Wohlleib	"	"	"
Virginia Bishop	Accounting Technician	AAC-22	75-384
John Everett	Maintenance Mechanic	AAC-55	75-393
Sam Gover	Supvsy. Electronics Tech.	AAC-440	75-405
Phillip Handke	Supply Clerk	AAC-911	75-407
Gerald Guziak	Labor-Management Relations Spec.	AAC-16	75-417
Carole Barton	Clerk-Stenographer	AAC-44	75-422
Donnita Quintero	"	AAC-930	"
Evelyn Cornell	"	AAC-932	"
Charlotte Martin	"	AAC-44	"
Roberta Skinner	Supply Clerk	AAC-45	75-423
Vern Shepperd	Supervisory Computer Operator	AAC-340	75-426
Lillian Mullins	"	"	"
Paul Hopkins	Electronics Technician	AAC-440	75-442
Mary Mustain	Secretary (Stenography)	AAC-44	75-436
Herschel Griffin	Motor Vehicle Manager	AAC-44	75-437
Guy Koonce	Electronics Technician	AAC-440	75-444



# AERO CENTER intercom

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

December 11, 1975

## S P E C I A L   I N T E R C O M

### SNOW AND BLIZZARD PLAN

Oklahoma is moving into the winter season and the possibility of snow and blizzard conditions which may make travel to and from the Aeronautical Center impossible or very hazardous until streets and roads are cleared. When such conditions do arise, the Aeronautical Center may be closed to all but essential employees. Such closings are designated by the Director, Aeronautical Center.

Listed below are reminders to all employees in the event such a closing seems to be in order:

1. There are some essential employees whose presence at the Aeronautical Center will be required, regardless of weather conditions. Each office head and division chief will have designated such employees (and alternates, if necessary). Each essential employee will have a written notice of such designation.
2. Any decision from the Director for early closing or not to open the Aeronautical Center for business at the normal time will be made by telephone through supervisory channels and by radio and television announcements.

FAA Aeronautical Center visitors and-Academy students, as well as employees, are asked to monitor one of the following listed radio and television stations for announcements as to the "open" status of the Center.

Radio (These are full-time stations, not just dawn to dusk)

WKY = 930 Kc                      KOCY - 1340 Kc                      KOMA - 1520 Kc  
KFJL-FM - 98.9 Mc                      KTOK - 1000 Kc

Television

WKY-TV (Channel 4)                      KOCO-TV (Channel 5)                      KWTW (Channel 9)

Do NOT telephone the Aeronautical Center Duty Officer.

2.

During heavy snow or ice conditions at the Center, while in full operation, employees should avoid drifted areas in the parking lots and park, as nearly as possible, within the marked parking lanes.

If the employee has parked at some distance from his work area, he should use the tunnel system whenever possible. Also remember, improper footwear such as high heels, etc., will make movement across ice or snow hazardous. Wear low-heeled shoes or boots. Parking lots and entrances to buildings will be cleared of ice and snow as rapidly as possible.

Above all, play it safe in driving and walking. Allow extra time to get to work.



# AERO CENTER intercom

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

75-50

Dec. 17, 1975

## THE WHITE HOUSE

WRIGHT BROTHERS DAY, 1975

-----

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

### A PROCLAMATION

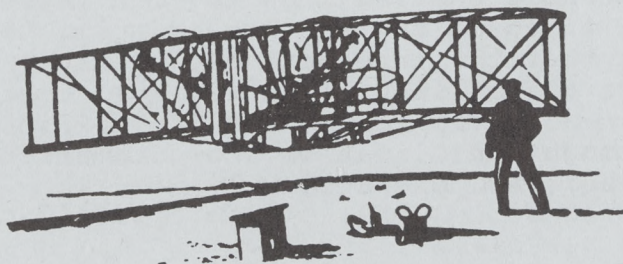
On December 17, 1903, near Kitty Hawk, North Carolina, two brothers made the first successful flight in a heavier-than-air, mechanically propelled airplane they had designed and built after years of experimentation.

Through ingenuity and courage, Orville and Wilbur Wright revolutionized transportation. In the 72 years since their epic flight, aviation and space technology has contributed to closer ties among the peoples of the world by inspiring their imagination, promoting commerce and encouraging travel.

To commemorate the historic achievements of the Wright brothers, the Congress, by a joint resolution of December 17, 1963 (77 Stat. 402, 36 U.S.C. 169), designated the seventeenth day of December of each year as Wright Brothers Day and requested the President to issue annually a proclamation inviting the people of the United States to observe that day with appropriate ceremonies and activities.

NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, do hereby invite the people of this Nation, and their local and national government officials, to observe Wright Brothers Day, December 17, 1975, with appropriate ceremonies and activities, both to recall the accomplishments of the Wright brothers and to provide a stimulus to aviation in this country and throughout the world.

GERALD R. FORD



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



NEW LEESBURG FACILITY

**FSS READIED FOR AUTOMATION**

Only seven days after FAA signed a \$355,000 contract for equipment for the automated Washington flight service station, the computer was delivered last month to the FSS's new home in the Air Route Traffic Control Center in Leesburg, Va. The FSS will be relocated from Washington National Airport to Leesburg by February when automated operations are expected to begin. The contractor, minority-owned Price, Williams and Associates, Inc., of Silver Spring, Md., also delivered keyboard/cathode ray tube terminals this month. The rapid deliveries were made possible by letters of agreement between Price, Williams and subcontractors. The automated (Continued on page 3)

**MCLUCAS SPEAKS ON AEROSAT**

"There is general agreement that a system of satellites in geostationary orbit offers the best and, really, the only technical solution to the aeronautical communications and surveillance problems over ocean areas," Administrator John L. McLucas told the National Space Club in Washington last week. Such a system not only would solve the communications problems and permit reduced separation between flights, he noted, but also result in considerable cost savings to both the Government and airspace users. For example, he pointed out that the international carriers would save \$15 million a year in fuel costs and the government approximately \$70 million annually through consolidation and automation of oceanic ATC operations."

**GA'S NEW DEPUTY**

Appointed Deputy Assistant Administrator for General Aviation early this month was Otho H. Mendenhall, who has been Deputy Director of the Executive Secretariat for the past year. Following considerable experience in private industry, Mendenhall joined the agency in 1963 as an operations research analyst in the Airports Service. Since that time he has held increasingly responsible positions with the Office of Policy Development, SST Development, Office of Aviation Economics and the Office of General Aviation. A graduate of the University of Illinois, Mendenhall is a Navy veteran of World War II and Korea.



Dec. 17, 1975

AUTOMATED FSS (Continued from page 2) . . . system will instantly provide flight service specialists with the latest weather and aeronautical information for pre-flight and in-flight briefings to pilots. The installation is known as MAPS, for Meteorological and Aeronautical Presentation System. FAA is leasing the system initially for five months with the option to renew the lease or buy the equipment at any time. Pilots at Washington National Airport will be able to call the FSS on direct, toll-free lines.

TRANSPONDERS MAKE BRIGHTER TARGETS . . . Radar beacon transponders --not enhancement by reflectors--are the best way to make aircraft targets stand out on the controller's radar display, the agency has concluded after an intensive study. Passive reflectors, which only reflect radar signals, must be relatively large to be effective. This makes them impractical for installation on small aircraft, the report states. The transponder is essentially a small transmitter/receiver carried in the plane. When triggered by ground radar signals, it produces a clear target on the radar scope.

READS MORSE MESSAGE . . . SOS...----... ..----... Dots and dashes--that's the way the message came in to Richard E. Taylor of the Terra Haute, Ind., FSS. He "read" the morse code and realized someone was in trouble. He realized the pilot was trying to communicate with the ground by "keying" his radio mike -- that is, by pushing the transmission button. Taylor radioed the pilot to answer his questions by sending a dash for "yes" and a dot for "no". In this way Taylor established communication. He found out there was a fire in the plane and he led the pilot to an emergency landing at Evanston, Ind., Airport before the fire in the radio spread to other equipment. During November, 254 flight assists were reported by FAA facilities--112 by flight service stations, 105 by airport towers, and 37 by enroute centers. There were a total of 393 people reported on board the aircraft involved. The primary causes for the assists included 149 lost pilots, 28 low on fuel, 35 involved in bad weather and 66 with some type of equipment failure.

ICAO SEEKING APPLICANTS . . . The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), requires the services of two experts to assist the government of Singapore in the improvement of flight safety. Salary for both positions is set at Level 5, Step 1. Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. TA-75/155 Flight Operations Inspector; Duration: Two short term assignments of two months each, twice a year, 1976 through 1979, for a total period of 16 months. TA-75/156 Operations Officer in Instrument Approach Procedures; Duration: Six months. Applications due in AIA-29 by December 27, 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.

AVIATION SAFETY WATCHDOG GROUP FORMED . . . An advisory group to oversee the Aviation Safety Reporting Program has been formed by the National Aeronautics and Space Administration. The subcommittee composed of members of industry, government and consumer organizations, will review the methods and content of the program, including maintaining the anonymity of persons submitting safety reports or persons named in the reports. A recent NASA/FAA agreement calls for NASA to act as a "third party" to receive and analyze reports of unsafe aviation conditions and practices in support of FAA's effort to discover and correct such conditions before they lead to accidents.

A MESSAGE FROM INTERNATIONAL AVIATION . . . At this time of year, the Office of International Aviation Affairs receives many greeting cards and letters of appreciation from foreign nationals who have visited FAA Headquarters and facilities during the past year. They all wish to thank the FAA people who contributed to the success of their visits. As many of these messages refer to a number of FAA people, IA cannot pass on each one individually but would like to take this means of extending to all FAA personnel on behalf of the foreign visitors their expressions of gratitude. They also wish to add the thanks of their office for the courtesies and cooperation they have received from FAA people in the field and in Headquarters in arranging programs for these visitors.

HEALTH BENEFITS PREMIUM RATES--HOW HIGH? . . . Employees are reminded that the Open Season, during which unenrolled employees may enroll and enrolled employees may change health plans or options, has been extended through December 31. Premium rates in 1976 generally will be increasing. However, the increases in 1976 might be curtailed slightly by Congressional action. On the basis of assurances that this action would be taken, the Civil Service Commission has printed rates for all plans showing the lower increase, and these brochures will soon be distributed to all government employees. If the lower rate increases are not made possible, employees should know that the difference between the lower and higher increases vary from a few pennies per pay period for some plans to about \$4 per pay period for others.

TELEPHONE PRIVACY . . . The concern for privacy is not limited to printed material but extends to telephone communications as well. FAA employees are reminded that the unannounced, surreptitious recording, monitoring or interception of telephone conversations is contrary to basic American principles, as well as being a violation of Order 1600.24B, "Use of Recording or Monitoring Equipment and Practices." Such diverse telephone equipment as speaker phones, intercoms and telephone extensions are also covered by this order. To assure that all uses of telephones within FAA are conducted in a lawful, open manner, employees are strongly encouraged to review this order.

Dec. 17, 1975

\* \* \* \* \*

By Executive Order, December 26, 1975, will be treated as a holiday for pay and leave purposes for Federal employees. According to the Order, all employees shall be excused from duty on that date except those who cannot be excused for reasons of national security or other public reasons.

\* \* \* \* \*

COMING EVENTS . . .

- December 17 - Employees Association Board of Director's Meeting, ARB Room 206D, 1:30 - 3:30
- December 17 - AAC-8 Flight Safety Meeting, Hdq. Auditorium, 1:30 p.m.
- December 18 - AAC-8 Flight Safety Meeting (Repeat), Hdq. Auditorium, 9:30 a.m.
- December 18 - Quarterly Incentive Awards Program Coordinators Conference, ARB Room 206D, 1:30 p.m.

SPECIAL FLIGHT SAFETY MEETING . . . A special Aeronautical Center Flight Safety Meeting on Winter Weather is scheduled for 1:30 p.m., Wednesday, December 17, 1975, with a repeat session at 9:30 a.m., Thursday, December 18, 1975. The meeting will be held in the Headquarters Building Auditorium and will feature a briefing by an Aeronautical Center Forecaster and a new movie on winter flying.

EQUIPMENT DISPLAY . . . AMP Special Industries will have their display van parked west of the Headquarters Building from 9:00 a.m. until 4:p.m. on Thursday, December 18. AMP representatives will be displaying and demonstrating the latest wire terminating devices and techniques, ARINC type 404 connectors, and related products. All interested personnel are invited to attend.

HOLIDAY PAY SCHEDULE . . . Due to the holiday schedule, it will be necessary that all time and attendance cards for Pay Period #26 be delivered to the Payroll Branch, AAC-24 (Multi-Purpose Building Room 121), by 4:30 p.m. on Friday, December 19, 1975. The time and attendance cards will be processed by Payroll on Saturday, December 20, in order to meet the scheduled pay day of December 31, 1975.

FLYING CLUB GROUND SCHOOL . . . The FAA Flying Club private pilot ground school will begin on January 6, 1976. Classes will meet in ANF-2, Room 116, from 5:00 to 8:00 p.m., Tuesdays and Thursdays for seven weeks. This instruction will cost \$25.00 for members and \$30.00 for non-members. Mr. George Elliott will be the instructor. Oklahoma Christian College will grant 3 college hour credits for \$10.00 per hour plus \$10.00 enrollment fee.

Instrument ground school will begin February 26. Send your name, routing symbol and phone number to Lew Cadogan, AAC-54A, if you wish to attend and have not already notified him.

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented Quality Step Increase Awards at the Director's staff meeting on December 16, 1975: Robert W. Glazier, AAC-942; James E. Fisher, AAC-942; and L. Jo Ann Evanoff, AAC-944.

FAA STORY ON CBS "60 MINUTES" . . . On Sunday, December 21, 1975, the CBS program, "Sixty Minutes," will carry a segment on the Federal Aviation Administration involving air traffic control. The program is aired in the Oklahoma City area at 6:00 p.m.



December 17, 1975

= 7 =

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: December 24, 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.

Privacy Act Requirements (P.L. 93-579). The required forms are used to determine qualifications for promotion and other placement actions and are authorized under Title 5 of the U. S. Code, Sections 3302 and 3361. Each specified form must be submitted in order for you to be considered for promotion to the position being advertised. The social security number appearing on the Performance Evaluation Record is not required for this purpose and may be deleted. Your servicing personnel office or the office named in this announcement will be able to provide information on specific Privacy Act requirements.

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

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

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

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA DEPOT</u>		
75-522	Supply Cataloger, GS-2050-9	AAC-490	2050
	This position has promotion potential to GS-11 without further competition.		
75-523	Electrical Equipment Repairer Foreman, WS-2854-11	AAC-440	JE-2854
	<u>DATA SERVICES DIVISION</u>		
75-524	Data Conversion Supervisor, GS-301-5	AAC-340	301-15
	<u>AIRCRAFT SERVICES BASE</u>		
75-525	Quality Assurance Specialist (Aerospace), GS-1910-12 (Must have A & P license)	AAC-820	1910
75-526	Equipment Specialist (Aircraft), GS-1670-12 (Must have A & P license)	AAC-820	1670

December 17, 1975

- 8 -

PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA ACADEMY</u>		
75-527	Training Instructor (Air Traffic Control) GS-1712-11	AAC-932	1712-A
75-528	Clerk-Typist, GS-322-4	AAC-950	300-2

---

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Kenneth Towery	Inventory Management Specialist	AAC-480	75-399
Jose Arguello, Jr.	Electronic Engineer	AAC-1010	75-408
David Dyer	Photographer	AAC-43	75-409
Jack Iman	"	"	"
Shirley Bennett	Clerk-Stenographer	AAC-913	75-422
John Glover	Inventory Management Specialist	AAC-480	75-443
Myron A. Wish	Gen. Comm. Equip. Operator	AAC-44	75-448
Merrill Pence	Electrician	AAC-55	75-450
Paul Rosenbaum	"	"	"
Eugena Fletcher	Procurement Clerk (Typing)	AAC-72	75-451
Carol Contreras	Procurement Clerk (Typing)	AAC-72	75-451
Emanuel Decker	Materials Expediter	AAC-430	75-453
Thomas Guthery	"	"	"
Gloria Abram	Contract Specialist	AAC-70	75-460
Gary Manley	Animal Caretaker	AAC-100	75-461
Jerald Hatchett	Computer Operator	AAC-340	75-464
Alice Rutledge	Accounting Clerk	AAC-21	75-466
Wilma Cox	"	"	"
Marchetta Rodriquez	Accounting Clerk	AAC-21	75-467
Barbara Steward	"	"	"
Barbara Jeanguneat	Secretary (Stenography)	AAC-490	75-469
Madonna Gann	Staffing Clerk (Typing)	AAC-14	75-478
Theresa Wright	Secretary (Stenography)	MSP FIFO	FINFO- 75-41



# AERO CENTER intercom

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

75-51

Dec. 24, 1975

## A CHRISTMAS MESSAGE FROM ADMINISTRATOR McLUCAS

At year's end we often look back rather than forward, because the past is settled and easier to contemplate than the uncertain future. The nostalgic Auld Lang Syne that we sing even after the New Year has dawned is a classic example.

As we review the past year in aviation, there is much to be thankful for. Again, the statistical safety record has been good by any reasonable standards of comparison with former years or other modes of transportation. So, we could easily resign ourselves to the unassailable truth that accidents will inevitably occur and look back with a certain justifiable satisfaction. There are some who might be tempted to look toward the future with an air of self-satisfaction and contentment.

But our job is a uniquely demanding one that does not allow complacency with statistics or comparisons. We cannot be satisfied as long as there has been one accident that perhaps we could have helped avoid. Aviation safety, as well as the many other vital FAA objectives, must be an unrelenting pursuit of perfection. And pursue it we must. As public servants and professionals we can demand no less of ourselves.

So, I ask all of you to rededicate yourselves to a more perfect, a safer aviation system in 1976. I look forward to working together with you in the pursuit of that goal.

Warmest wishes to you and your families for a happy holiday season and a pleasant and prosperous New Year.



PROPERTY OF  
FAA AERO CENTER

RECEIVED

DEC 24 1975

LIBRARY

*John McLucas*  
JOHN L. McLUCAS  
Administrator

CHRISTMAS PRESENT: AN EXTRA DAY OFF . . . President Ford has given most Federal employees an additional day off Friday, December 26. By Executive Order last week, the President made the day after Christmas an official day off. Salary and leave for the 26th will be treated the same as for any other holiday.

CHECKING UP ON ATC SAFETY . . . Studying terms and procedures in the air traffic control handbook to improve clarity and achieve greater standardization will be the principal task of the new Air Traffic Procedures Advisory Committee recently established by the agency. FAA said the committee, created in response to a recommendation by the Secretary of Transportation's Task Force on the FAA Safety Mission, will begin its review early next year in a four-day opening session. It will subsequently meet over a period not to exceed two years and then present its findings and recommendations to the FAA Administrator. The committee includes representatives from the Army, Navy, Air Force, Aircraft Owners and Pilots Association, Allied Pilots Association, Air Line Pilots Association, Air Transport Association of America, Air Traffic Control Association, National Air Carriers Association, National Air Transportation Associations, Inc., National Business Aircraft Association, National Pilots Association, Professional Air Traffic Controllers Organization and the FAA.

IT'S ACADEMIC FOR CONTROLLERS . . . All new center and tower controllers will train at the FAA Academy in Oklahoma City where they will take a comprehensive course covering air traffic controller duties. Under the new setup, controllers joining the agency beginning December 28 will spend two weeks in an air traffic control facility and then attend the four-month course at the Academy. The first group to go through the Academy program will begin in January 1976. Only those who successfully complete the training will continue as developmental controllers. The agency's plans for the new air traffic controller training program also include standardized facility training programs; upgraded simulation capability at field facilities and provisions to have radar simulation at the academy by 1977.

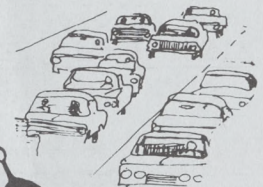
EXECUTIVE PROGRAM DELAYED . . . The recently-issued announcement about applying for the Executive Selection and Development Program has been cancelled. A new announcement will be issued in the near future. The opening and closing dates of the original announcement were November 10 and December 19. Applications already received for this program will be processed under the new announcement. Employees interested in this program who have not yet applied should do so when the new announcement is issued.

Dec. 24, 1975

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL - 2 years - 34/75 Technical Officer, OPS/AIR, P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532, per annum. Applications due in AIA-29 by 12/31/75. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

NEW TOP INFORMATION OFFICER . . . Administrator John L. McLucas has appointed Joseph Laitin as Assistant Administrator for Information Services. Prior to coming to the FAA, Laitin served as Assistant Secretary of Defense for Public Affairs and was awarded the Department of Defense Medal for Distinguished Public Service, the highest award Defense can give to a civilian. Before his appointment to DOD, he held the top public affairs job in the Office of Management and Budget. During this period, he also served in the White House as director of information for various Presidential commissions and in 1965-1966 was detailed to the White House Press Office as Deputy Press Secretary. During World War II, he worked for United Press and Reuters both in Washington and the Pacific and was one of the correspondents selected to witness the surrender ceremony on board the battleship USS Missouri. He spent 10 years before entering government service free lance writing, teaching and broadcasting in Los Angeles.

LANE SIGNAL CHANGE . . . The Oklahoma City Traffic Control Division has advised us the first span of lane signals of State Highway 152 on South MacArthur will be modified on December 24, 1975. The lane signals controlling the third lane from the east side of MacArthur will be changed to indicate a Red X in both directions during the evening rush period.



AND---  
DRIVE CAREFULLY!!





OPPORTUNITY '76 SELECTIONS ANNOUNCED . . . Potential promotions under Opportunity '76 culminated in selections for nine Upward Mobility target positions. These selections were made following thorough assessment and evaluation of each candidate who applied for these positions. Congratulations to the following people who will be moving into these target positions:

AAC 10	Personnel Staffing Specialist	Carolyn Vice
AAC-20	Supervisory Operating Accountant	Judith Morris
AAC-70	Purchasing Agent	John Lippe
AAC-90	Investigations/Security Specialist	William Henderson
AAC-300	Computer Programmer	Nova Winders
AAC-400	Quality Assurance Specialist	Paula McCann
AAC-400	Supervisory Inventory Management Specialist	Linda Ott
AAC-800	Supervisory Aircraft Maintenance Specialist	Fred Bridges
AAC-900	Administrative Officer	Virginia Hicks

Counseling to provide feedback from the Assessment Center to those participants who desire it is now planned for the last two weeks in January 1976. Specific instructions on how the counseling sessions will be scheduled will be announced in the January 14 INTERCOM.



MINNEAPOLIS FIFO REPORTS . . . Sabreliner, N-58, has been accepted by the FIFO and is performing flight inspection missions.

Mr. Delwin L. Ulstad, Supervisory Electronic Technician, reported for duty from the Tokyo TFIG.

Mr. Clyde H. Slyman, Assistant Manager, was presented a Special Achievement Commendation with a cash award.

Mr. William P. Waring, Procedures Specialist, was presented a Quality Performance Commendation with a Quality Within=Grade Increase.

EMPLOYEE GLAUCOMA TESTS SLATED . . . The Aeronautical Center Clinic has scheduled a series of glaucoma tests for all employees who wish to take them. As you know, glaucoma is a medical "thief in the night." It gives no warning and can cause blindness through the destruction of the optic nerve. Glaucoma is caused by increased pressure within the eye. Persons over 40 and those with a family history of glaucoma are urged to take part in the program.

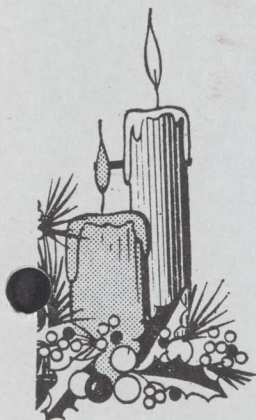
Testing will begin Monday, January 5, 1976. Scheduling will be done alphabetically and will be programmed from 2 to 4 p.m. Monday through Friday. Persons whose last name begin with A should be tested at the Clinic on the first Monday (January 5).

- |             |                       |             |                       |
|-------------|-----------------------|-------------|-----------------------|
| B . . . . . | Tuesday, January 6    | L . . . . . | Monday, January 19    |
| C . . . . . | Wednesday, January 7  | M . . . . . | Tuesday, January 20   |
| D . . . . . | Thursday, January 8   | N . . . . . | Wednesday, January 21 |
| E . . . . . | Friday, January 9     | O,P,Q..     | Thursday, January 22  |
| F . . . . . | Monday, January 12    | R . . . . . | Friday, January 23    |
| G . . . . . | Tuesday, January 13   | S . . . . . | Monday, January 26    |
| H . . . . . | Wednesday, January 14 | T . . . . . | Tuesday, January 27   |
| I, J...     | Thursday, January 15  | U,V....     | Wednesday, January 28 |
| K . . . . . | Friday, January 16    | W,X,Y,Z     | Thursday, January 29  |

Friday, January 30, 1976, will be a make-up day for those unable to be tested on the scheduled date.



FROM YOUR EMPLOYEES ASSOCIATION . . . The Employees Association Office and Bookstore will be closed December 29 through January 2 for inventory. They will be open for business on Monday, January 5.



MERRY CHRISTMAS!

December 24, 1975

← 6 →

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: December 31, 1975

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
75-529	Classification Clerk (Stenography) GS-203-4	AAG-15	203
	<u>AIRCRAFT SERVICES BASE</u>		
75-530	Supervisory Electronics Technician, GS-856-13	AAC-830	856
	Requires at least one year experience in avionics.		
75-531	Aircraft Mechanic Foreman, WS-8852-12 Must have A & P.	AAC-830	JE-8852
	<u>FAA ACADEMY</u>		
75-532	Electronics Technician, GS-856-9	AAG-952	856
	Requires one year of the specialized experience be directly related to work on aircraft simulators.		

---

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Open: December 24, 1975

Close: January 7, 1976

FINFO-75-47	Airspace System Inspection Pilot (Procedures), GS-2181-12 or GS-2181-13	MSP FIFO	2181
	This position has promotion potential without further competition if filled at the GS-12 level.		
FINFO-75-48	Airspace System Inspection Pilot (Procedures), GS-2181-12 or GS-2181-13	BTL FIFO	2181
	This position has promotion potential without further competition if filled at the GS-12 level.		

---

	<u>DATA SERVICES DIVISION</u>		
75-533	Secretary (Stenography), GS-318-6	AAC-300	318
	Applicants must have one year secretary experience at the GS-5 level in addition to other qualifications.		

December 24, 1975

- 7 -

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Billy Warnica	Airspace Sys. Insp. Pilot (Instr)	AAC-960	75-180
William Livesay	Electronics Tech. (Instr)	AAC-950	75-345
Nina Dickson	Clerk=Stenographer	AAC-43	75-422
Judith Stith	Medical Records Technician (Typ)	AAC-130	75-452
Carolyn Crabtree	Supply Clerk	AAC-45	75-480
Solomon Sells	"	"	"
Jone Eckerd	Supply Clerk	AAC-480	75-483
Donald Fisher	Supply Clerk	AAC-43	75-493
Buster Alexander	"	"	"
Orville Harlow	Contract Specialist	AAC-70	75-494

PRIVACY ACT REQUIREMENTS (P.L. 93-579). The required forms are used to determine qualifications for promotion and other placement actions and are authorized under Title 5 of the U. S. Code, Sections 3302 and 3361. Each specified form must be submitted in order for you to be considered for promotion to the position being advertised. The social security number appearing on the Performance Evaluation Record is not required for this purpose and may be deleted. Your servicing personnel office or the office named in this announcement will be able to provide information on specific Privacy Act requirements.



# AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

75-52

Dec. 31, 1975

## ARTS-III MODIFIED FOR ENROUTE CENTERS

### AUTOMATED RADAR GOES OVERSEAS

#### SALARY SYSTEM REPORT

A panel on the Federal salary system headed by Vice President Rockefeller has submitted its report to President Ford. The panel recommended that benefits as well as salary be included in adjustments to make Federal pay comparable to private pay; and that merit, rather than length of service, should be a principal basis for within-grade pay increases. Also suggested was revision of executive level pay which has been frozen for the last six years. The aim would be to provide for increases to ensure that executive salaries do not prevent recruiting and maintaining top-quality talent in the government.

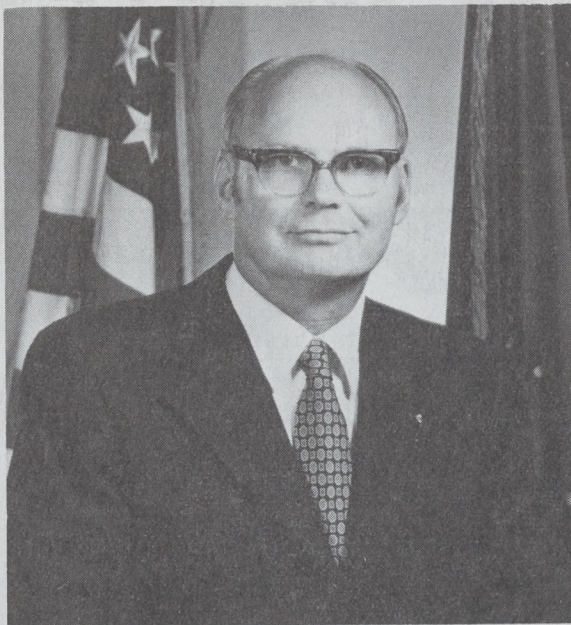
The first Enroute Automated Radar Tracking System (EARTS) has been delivered to the agency by UNIVAC of Minneapolis. This is essentially an ARTS III modified for enroute facilities. Specifically, the system will be installed in overseas Air Route Traffic Control Centers (ARTCCs) at San Juan, P.R., Anchorage, Alaska and Honolulu, Hawaii. But before being sent overseas the system will be thoroughly tested either at NAFEC or at the Minneapolis ARTCC. The major difference between the EARTS and the ARTS III is that with the former a Plan View Display (PVD) designed for lighting conditions in the enroute centers and built by Raytheon is used, whereas a radar scope or display built by Texas Instruments is used with ARTS III. The EARTS computer-driven system is scheduled to be installed at the three overseas locations in the spring and summer of 1977. A simplified prototype of the EARTS is currently being used at the Anchorage Center.

### A FLEETER FLEET

Modernization of the flight inspection aircraft fleet is moving ahead in high gear as the 12th Sabreliner went into operation this month and the 13th is expected to be delivered before the end of the year. These planes join five Jet Commanders purchased by the agency in 1974. All of the 15 Sabres ordered by FAA are scheduled to be delivered by the end of February. The flight inspection fleet will also be beefed-up by two 727 jets scheduled to be received in March. These long-range jets will replace three large planes currently used for flight inspection: the L-188 Lockheed Electra in the Pacific and the Convair 580 and the Boeing C-135 both stationed at Oklahoma City. The new Boeing jets are expected to go into operation next September after flight inspection equipment is installed.



LIBRARY  
DEC 31 1975  
FAA  
PROPERTY CENTER



**Dr. JOHN L. McLUCAS**

ADMINISTRATOR MEETS DIRECTORS . . .

In a get-acquainted session, Region and Center Directors met with Administrator John L. McLucas at a Directors Conference in Washington this month. Headquarters Office and Service heads and other key staffers were in attendance. The Directors briefed Dr. McLucas on their individual responsibilities, highlighted unique activities and reviewed problem areas. Conferees were given status reports on the recommendations of the Secretary's Task Force on the FAA Safety Mission, reviewed budget information and discussed other areas of concern.

SO YA' WANNA BE AN ENGINEER? . . . The Airway Facilities Service has launched a project to gather all information in one handbook on methods of converting from technician to engineer. Plans for writing the handbook were made at a meeting this month in Washington among Headquarters and regional Airway Facilities officials and Office of Personnel and Training staff. The new handbook, which is expected to be complete by next June, will consolidate information on such programs as the agencywide Cooperative Engineer Development Program (CEDP), several regional programs which can be used for guidance in establishing new ones, and other avenues to become an engineer, including the Professional Engineer exam and the Engineer-In-Training program. Also to be included in the handbook in order to promote professionalism will be information on additional training for those who become, or already are, engineers.

SIMPLIFYING THE NUMBERS SYSTEM . . . Beginning early in 1976, most pilots flying in the 48 contiguous states will be able to keep one discrete radar identification code from takeoff to landing as a result of the new National Beacon Code Allocation Plan announced last week by the agency. Under the new setup, when a pilot flying under instrument flight rules (IFR) files his flight plan with the appropriate air traffic control facility, he will be assigned a four-digit discrete code which was assigned exclusively to the facility he contacted. As the pilot prepares to take off, he will set his transponder to that code where, in most cases, it will remain for the rest of the flight.

CANCELLATION OF ORDERS . . . The Logistics Service cancels obsolete agency order 4650.14, NAS Stage A Equipments During the Tune-up and Test Period. Order 6300.3, Multiple Radar Displays, has served its purpose and is canceled. These cancellations will appear in the next Directives Checklist.

AVIATION GETS STAMP OF APPROVAL . . . Pictured here is a 1976 commemorative stamp honoring 50 years of commercial aviation in the U.S. The 13-cent stamp will go on sale March 18, 1976 as a salute to the first airmail contracts awarded by the Post Office Department in 1926. The early contracts provided a vital infusion of money



for fledgling airline companies struggling to establish themselves after World War I. FAA suggested issuance of such a stamp in 1974 as an adjunct to various historical observances during the Bicentennial Year, which also coincides with the 50th year of Federal regulation of aviation. First day of issue ceremonies will be held at Chicago's O'Hare International Airport next March 18.

MEASURING AIRPORT PERFORMANCE . . . FAA will expand its Performance Measurement System to eight more major airports by early 1976, in addition to the 16 airports where it is presently used. The PMS compares airport capacity to actual operations during peak hours. In this way the agency can pinpoint problems that hold down traffic flow. Key to the system are Engineered Performance Standards (EPS), which are measures of runway capacities. EPSs are used to manage national air traffic flow in addition to serving as an index of airport performance. The eight additional airports are Detroit, Wayne County; Baltimore-Washington International; Columbus; Tampa; Minneapolis-St. Paul; Houston; Phoenix and San Antonio.

HEARTFELT RECOMMENDATIONS . . . In connection with its airman medical certification program, FAA is studying a report on the latest developments in the understanding of heart disease published by the American College of Cardiology. The report, funded by FAA, reviews advances in cardiology made since 1965 and recommends ways in which new knowledge can be used in determining medical requirements for pilot certification. The recommendations deal with cardiographic testing, heart surgery and pacemakers and artificial heart valves. The agency will review practical applications of the new medical knowledge in determining whether the recommendations can be adopted.

CONFLICT ALERT...CONFLICT ALERT . . . The conflict alert system, which warns controllers when aircraft are getting too close to each other by flashing "CONFLICT ALERT" on the controller's display, has been installed ahead of schedule at all 20 NAS enroute centers in the conterminous 48 states. Although currently the system alerts controllers only for aircraft flying above 18,000 feet, by this spring the system will be expanded to cover planes flying above 12,500 feet.

GLAUCOMA TESTS . . . Repeating from last week's INTERCOM, the Aeronautical Center Clinic has scheduled a series of glaucoma tests for all employees who wish to take them. Persons over 40 and those with a family history of glaucoma are urged to take part in the program.

Testing will begin Monday, January 5, 1976. Scheduling will be done alphabetically and will be programmed from 2 to 4 p.m. Monday through Friday. Persons whose last name begin with A should be tested at the Clinic on the first Monday (Jan. 5).

- |                                   |                                   |
|-----------------------------------|-----------------------------------|
| B . . . . . Tuesday, January 6    | L . . . . . Monday, January 19    |
| C . . . . . Wednesday, January 7  | M . . . . . Tuesday, January 20   |
| D . . . . . Thursday, January 8   | N . . . . . Wednesday, January 21 |
| E . . . . . Friday, January 9     | O,P,Q.. Thursday, January 22      |
| F . . . . . Monday, January 12    | R . . . . . Friday, January 23    |
| G . . . . . Tuesday, January 13   | S . . . . . Monday, January 26    |
| H . . . . . Wednesday, January 14 | T . . . . . Tuesday, January 27   |
| I, J... Thursday, January 15      | U,V ... Wednesday, January 28     |
| K . . . . . Friday, January 16    | W,X,Y,Z Thursday, January 29      |

Friday, January 30, 1976, will be a make-up day for those unable to be tested on the scheduled date.

CAFETERIA TO REOPEN . . . Work on the cafeteria in Headquarters Building will be completed in time for its reopening for business on Monday, January 5, 1976.

EMPLOYEES ASSOCIATION . . . The Employees Association Office and Bookstore will be open for business Monday, January 5, after having been closed for inventory this week.



HAPPY NEW YEAR!



December 31, 1975

- 5 -

PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: January 7, 1976

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.

Privacy Act Requirements (P.L. 93-579). The required forms are used to determine qualifications for promotion and other placement actions and are authorized under Title 5 of the U.S. Code, Sections 3302 and 3361. Each specified form must be submitted in order for you to be considered for promotion to the position being advertised. The social security number appearing on the Performance Evaluation Record is not required for this purpose and may be deleted. Your servicing personnel office or the office named in this announcement will be able to provide information on specific Privacy Act requirements.

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 &amp; GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>OFFICE OF THE DIRECTOR</u>			
75-535	Secretary (Stenography), <del>GS-318</del> -6	AAC-2	318
	This position has promotion potential to GS-7 without further competition.		
<u>PERSONNEL MANAGEMENT DIVISION</u>			
75-529	CORRECTION/Classification Clerk (Stenography), GS-203-4	AAC-15	203
	This position has promotion potential to GS-5 without further competition.		
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
75-536	Clerk, GS-301-5	AAC-260	300-5
	Requires specialized experience in airman certification.		
<u>FAA DEPOT</u>			
75-521	Supervisory General Engineer, GS-801-14	AAC-440	800
	Must have two or more engineering disciplines with at least one year in electronic engineering and one year at the GS-13 level.		