



AERO CENTER intercom

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

76-1

January 7, 1976

FOR CENTERS AND TOWERS

30 NEW RADAR SYSTEMS BOUGHT

To improve its vigil over the skies, FAA has ordered 20 new long-range and 10 new terminal radar systems under contract amendments totaling \$19.6 million. Westinghouse Electric Co. will supply the long-range radars used for control of enroute air traffic at a cost of \$11.2 million, while Texas Instruments, Inc., will provide the terminal radars for \$8.4 million. The Westinghouse ASRS-3s (Air Route Surveillance Radar) are designed to give a clearer picture of both aircraft and weather and will be used to monitor heavy traffic areas. The terminal radars, ASR-8s (Airport Surveillance Radar), have twice the power of previous units and feature expanded low-angle coverage, reduced ground clutter and improved detection of light aircraft. These systems will be used at high and medium density airports. FAA previously ordered 16 of the long-range radars and 43 of terminal radars from the two contractors.

AIRPORT SECURITY: A GRIM REMINDER

As a result of the bomb explosion which killed 11 persons and injured scores of others at New York's LaGuardia Airport last week, President Ford has ordered the Transportation Department to reexamine present airport security measures and recommend improvements. A special government/industry task group has been established to pursue this investigation under the direction of FAA Administrator John McLucas. The group will submit its report to Secretary Coleman by January 9. After the explosion, LaGuardia controllers moved into a temporary tower in a vehicle kept ready for emergencies. A few landings and takeoffs were made, but more distant incoming traffic was diverted to Newark and JFK airports, and then LaGuardia closed for the (Continued on page 2)

FLIGHT WATCH CALLING
FAA is welcoming the new year by resuming training of "Flight Watch" specialists. Selected under merit promotion, they will take a four-week course in Oklahoma City to qualify as Enroute Flight Advisory (EFAS) specialists, who provide airborne pilots with expert information and advice about the effect of existing or changing weather on their flights. EFAS was first begun at four West Coast flight service stations in 1972, receiving favorable pilot reaction. By the late 1970s, EFAS will be expanded to 40 more FSSs to provide coverage over all the conterminous states. This year, 220 specialists will be trained in the monthly courses, with the first class of 18 beginning this week. At least eight FSSs in the eastern U.S. are expected to add the EFAS function this year: Montpelier, Vt.; Boston; Buffalo; Charleston, W.Va.; Pittsburgh; Raleigh; Teterboro, N.J.; and Washington, D.C.

AIRPORT SECURITY (Continued from page 1) . . . night and next day. In Washington, an orderly and quick evacuation of Washington National Airport was directed by FAA police after a bomb threat--which turned out to be a hoax--was received later the same evening. Both tower and FSS staff moved out for over an hour, and controllers went to a small temporary tower on the far side of the field. Dulles Airport was briefly evacuated by FAA police the next night after another threat..

BROTHERLY TOWER PROJECT . . . The city of Philadelphia and FAA's Eastern Region signed an agreement last month to share the cost of building a new control tower at Philadelphia International Airport. Plans call for construction to begin in June 1976, with completion in February 1978. The tower will have a larger radar room and will provide controllers in the cab with an unobstructed view of entire airport--a view which is now partially blocked by airport expansion from recent years. Federal regulations require that an airport owner share the cost of a new tower if the owner's construction blocks the tower's line of sight. The new structure will be on the opposite side of the airport from the present tower and will look like the striking Dallas-Fort Worth tower designed by Welton/Becket, architects of the Philadelphia tower.

TRIPLE PLAY . . . A pilot can now practice landings at Chicago and be controlled from NAFEC while flying a simulator in California. The simulator, which never leaves the NASA-Ames facility at Moffet Field, Calif., is tied to the Dynamic Simulation Laboratory in NAFEC by telephone lines. The simulator's "flight" route is processed by the lab's computer and shown on a radar scope. Voice communications between pilot and controller are carried over a different line. The NASA simulator can be configured in a variety of airplane types, and the NAFEC control lab can simulate the environs of a variety of real airports. The California simulator is currently rigged as a short takeoff and landing airplane.

DC-8 TRAINING FOR FAA PILOTS . . . FAA air carrier inspectors rated to fly DC-8 aircraft will receive recurrent pilot training from Braniff Airways under a one-year contract signed recently. Some 30 inspectors will take the training at Braniff's home base in Dallas. Training consists of 8 hours ground, 8 hours simulator and 2 hours flight time. FAA customarily contracts for training services by airlines on planes which are not in the agency's fleet. Cost of the Braniff recurrent training is \$4,500 per pilot.

EARLY BIRD REMINDER . . . FAA will hold its Eighth Annual Aviation Review Conference May 24-26 at the Sheraton-National Hotel, Arlington, Va. The three-day meeting will bring together representatives of government, the aviation community and the general public to review the status of aviation and discuss future plans. The first day will feature presentations by government spokesmen; the second day, user presentations, and the last day, joint government/user discussions.

Jan. 7, 1976

AIRPORT/AIRWAY BILL TAXIING OUT . . . The House last month passed a five-year airport/airway development bill to amend 1970 legislation for which funding authority expired last summer. Senate action on a similar bill is expected this month. The House bill authorizes \$250 million for FAA facilities and equipment in fiscal years 1976 through '78 and \$275 million in '79 and '80, in addition to \$62.5 million for the July-September 1976 transition period to the changed fiscal year calendar. The House also voted a five-year total of \$2.6 billion for airport development. Funds would be provided to both general aviation and air carrier airports in each of the five years. By a ten-vote margin, the House passed a provision prohibiting SST flights to any airport receiving aid funds. The prohibition would last six months, beginning with final passage of the law.

NEW FLYING CRANE RULES PROPOSED . . . The agency has proposed that restricted-category-helicopters be permitted to carry external loads on a commercial basis and at the same time has tightened rules governing flying crane operations. Essentially the proposal would bring all flying crane operators under Part 133 of the Federal Aviation Regulations and require them to meet the stringent safety standards for a Rotorcraft External-Load Operator Certificate. This proposal is the first in a projected series of notices of proposed rule-making to be issued by the agency in connection with its first Biennial Operations Review Program.

POSTAGE PENNIES EQUAL MILLIONS . . . With the 30 percent postage rate increase now in effect, FAA's postage will jump by \$1 million yearly to a new high of \$4 million. You can help to lessen the impact by mailing smarter and cheaper. Fold paper previously mailed flat, and save 40 cents per letter. "Flat" mail postage costs four times as much as folded letter-size postage. You can halve your volume if you combine and mail routine material to regular addressees every other day. Purge any mailing lists regularly as required by law. Avoid unnecessary use of air parcel post, now called "priority" mail, which costs three times as much as regular parcel post.

FIVE \$2s MAKE A \$10 . . . It's official now. The \$2 bill is coming back. On April 13, 1976, it will begin appearing in your change. You'll be using it to buy a \$1.98 bargain, and eventually, the U. S. Treasury hopes, it will become as commonplace as the \$1 or \$5 or \$10 bills. The reason for its reissuance: to save money and to improve cash handling convenience for buyers and sellers alike. So there you are--five \$2s make one sawbuck or two fins.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL - 2 years PC-35/75 Supervisor, Data Processing Unit, P-2, GROSS: \$15,750 per annum and NET (free of tax): \$12,025 per annum. Applications due in AIA-29 by 1/21/76. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

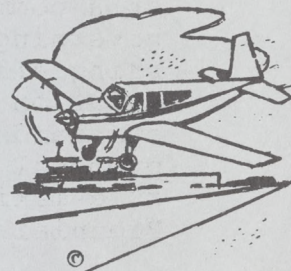
Jan. 7, 1976

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HEALTH BENEFITS . . . Word has been received that the President has signed the bill amending the Social Security Act. This permits the lower health benefits rates which were to be effective January 4, 1976. The Civil Service Commission does not plan to extend open season which closed December 31, 1975. Information on exact rates will be available soon.

TELEGRAPHIC MESSAGE ROUTING ENVELOPES . . . Please return any reusable Telegraphic Message Routing Envelopes (pink), AC Form 1770-8, to the Communications Section, AAC-44C. These forms can be reused if they are returned by the receiving offices.

FAA FLYING CLUB MEETING . . . Saturday, January 10, the Flying Club will meet in the El Conquistador Room of the Ramada Inn at 800 S. Meridian. Breakfast will be served at 8:00 a.m. and the meeting will begin at 9:00 a.m. An expert on general aviation will give a short presentation of interest to everyone. Visitors are welcome and members are expected.



EMPLOYEE AWARDS . . . Congratulations to Bill Lambrecht, AAC-53, and Gale Hall, AAC-486, who were presented Special Achievement Awards during the Director's Staff Meeting on January 6, 1976.

FROM YOUR EMPLOYEE ASSOCIATION . . . The following tickets are available at your EA Office:

- Oklahoma City Blazers Hockey Tickets for Friday, Jan. 9
- Oklahoma Theater Center, "U.S.A." - Jan. 7-18

Also available at your EA Office:

- Duplicating machine - 10¢ per copy
- Magic Kingdom Club Cards for Disneyland/Disneyworld

DISPLAY EQUIPMENT . . . The John Fluke Mfg. Co. will have a display of electronic equipment on Tuesday, January 13, beginning at 8:30 a.m., in a van parked in front of Headquarters Building.

January 7, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: January 14, 1976

For promotion consideration submit AC Form 3330-12. For reassignment or change to lower grade submit AC Form 3330-57.

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.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER WIDE</u>		
76-1	Secretary (Stenography), GS-318-4	Aero. Center	318
	The promotion list for this announcement will be used to fill all Secretary (Stenography) GS-4 positions at the Aeronautical Center for a period of 90 days.		
	<u>ACCOUNTING DIVISION</u>		
76-2	Cashier and Scheduling Clerk, GS-501-5	AAC-23	500
	<u>PLANT ENGINEERING DIVISION</u>		
76-3	Mobile Equipment Maintenance Foreman, WS-5801-9	AAC-56	JE-5801
	Scheduled work week is Sunday through Thursday, 3:30 p.m. - midnight.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-4	Supervisory Applications Examiner, GS-963-9	AAG-260	963-A
76-5	Supervisory Correspondence Clerk (Typing), GS-309-5	AAG-250	309-B

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PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
76-6	<u>FAA DEPOT</u> Freight Rate Assistant, GS-2131-5	AAC-430	2131
76-7	<u>AIRCRAFT SERVICES BASE</u> Supervisory Quality Assurance Specialist (Aerospace), GS-1910-12 Requires A & P license.	AAC-820	1910
76-8	Management Operations Specialist, GS-301-12	AAC-830	301-7

PROMOTION PLAN ANNOUNCEMENT FOR FINFO

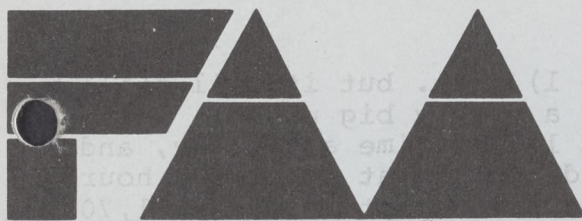
Closing Date: January 21, 1976

Area of Consideration to include all activities of the Aeronautical Center.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-75-46	Supervisory Airspace System Inspection Pilot, GS-2181-14	MSP FIFO	2181

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

SELECTION LIST	POSITION	LOCATION	ACPP NO.
James Pratt, III	Aircraft Mechanic Helper	AAC-830	75-412
Travis J. Eskew	Sheet Metal Mechanic (Aircraft) Leader	AAC-830	75-463
Ruby Anquoe	Secretary (Stenography)	AAC-840	75-474
Edmond Hoosier	Gen. Communications Equipment Operator	AAC-44	75-479
Geraldine Rowland	Clerk-Typist	AAC-130	75-482
Frances Lanata	Editorial Clerk (Typing)	AAC-820	75-485
Billy Overall	Conveyances Examiner	AAC-250	75-487
Donald Schneider	Electronics Technician	AAC-952	75-498



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BEST IN 18 YEARS

OUTSTANDING '75 SAFETY RECORD

A VERY GOOD YEAR

While the echoes of Auld Lang Syne still reverberate across the land, the January issue of FAA World—"The Year in Review"—presents a photo-packed accounting of some 32 separate happenings that involved FAA and its people during 1975. Its 36 pages are filled with lively, short-burst stories with nearly 100 photos from all the regions, and it should be in your hands soon.

Despite all the recent adverse publicity about near mid-air collisions and the like, preliminary FAA figures indicate that 1975 was an outstanding year from the standpoint of aviation safety. The scheduled and supplemental air carriers had only two fatal accidents during the year with a total of 122 fatalities, the best record since 1957. In general aviation, the preliminary statistics show an increase during the year in the total number of accidents, which went from 4,425 in 1974 to 4,575 in 1975, but fatal accidents dropped from 729 to 662. Fatalities remained at about the same level with 1,324, as compared with 1,438 in 1974. Finally, the number of actual mid-air collisions dropped from 39 in 1974 to 30 in 1975 while fatal mid-air were down from 19 to 13 and fatalities from 47 to 45. No air carriers were involved in these accidents, marking the third consecutive year that airline operations have been free of mid-air.

AVIATION STAMP

To get the first day cancellations of the special commemorative stamp honoring 50 years of commercial aviation (described in the Dec. 31, 1975 INTERCOM), send self-addressed envelopes to "Commercial Aviation stamp, AMF - O'Hare, Chicago, IL 60666. The cost is 13¢ per stamp. Re-mittance must be by check or money order—not cash or postage stamps. Orders must be postmarked no later than March 18.

BIG PLANE GETS SMALLER

Planes tend to grow as new models of a basic design are produced. For instance, the first model of the Boeing 727 was 133 feet 2 inches and the subsequent stretched version was 153 feet, 2 inches, and the McDonnell/Douglas DC-9 grew from 104.4 feet to 133.5 feet. However, this week the agency is expected to certificate a new, but smaller version of the Boeing 747. It's called a 747SP, and the SP stands for Special Performance. Over 48 feet are being lopped off the fuselage length, but the rest of the world's biggest passenger airliner is staying pretty much the same. The SP version will seat about 100 passengers fewer than the standard version, (Continued on page 2)

BIG PLANE GETS SMALLER (Continued from page 1) . . . but it will still have room for 321 seats which makes it a pretty big plane. Certifying an aircraft this size takes a lot of time and study, and Northwest Region inspectors have already put in at least 500 hours flying the plane while agency engineers have spent more than 1,700 hours on the project.

1976-AN ELECTION YEAR . . . This bicentennial year is also a year of significant national, state, and local elections. The Office of Labor Relations reminds all that the role of Federal employees in both primary and general elections is governed by the Hatch Act. If you need an answer to a specific question or would like to have a copy of a Civil Service Commission pamphlet on political activity, contact the Labor Relations Branch, AAC-16. The following do's and don'ts are offered for your general information.

Federal employees may:

- o register and vote as they choose;
- o assist in general voter registration drives;
- o express their opinion about candidates and issues;
- o participate in campaigns where none of the candidates represent a political party;
- o contribute money to a political organization or attend a political fund raising function;
- o wear or display political badges, buttons, or stickers, and attend political rallies and meetings;
- o join a political club or party or sign nominating petitions;

Federal employees may not:

- o campaign for partisan candidates or political parties;
- o work to register voters for one party only;
- o make campaign speeches or engage in other activity to elect a partisan candidate;
- o be a candidate or work in a campaign of a candidate if any candidate represents a national or state political party;
- o collect contributions or sell tickets to political fund raising functions;
- o distribute campaign material in a partisan election;
- o organize or manage political rallies or meetings;
- o campaign for or against a candidate or slate of candidates in a partisan election;
- o serve as an officer of a political party, or as a member or officer of a committee of a political club, or be a candidate for any of these positions.

WIND SHEAR FORECASTING MEETING . . . Wind shear forecasting will be the topic of a joint meeting sponsored by the agency and the National Weather Service of the National Oceanic and Atmospheric Administration, which will be held in Washington, D.C. on January 14. A major objective of this meeting is to discuss the implementation of wind shear forecasting at selected airline terminals on the East Coast. The agenda for the meeting also will include a discussion of the general characteristics of low-level wind shear, a review of the FAA Wind Shear Program Plan, implementation plans for the routine forecasting of wind shear at terminal areas, and the research needed to improve wind shear forecasts.

Jan. 14, 1976

REVISED CONTROLLER TRAINING STARTS . . . On Tuesday, January 13, 1976, 204 air traffic control students started a 15-week training course under new pass/fail criteria. William Flener, Associate Administrator for Air Traffic and Airway Facilities, spoke to the new students at the opening session.

OPPORTUNITY '76 PROJECT . . . Counseling will be available to each participant in the Opportunity '76 competition and will be based on the assessment center record so that he or she may know how the skills assessed were rated and why the rating was given. 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 plans which may improve the participant's ability to compete more effectively in any future assessments.

Counseling will be scheduled beginning January 26, 1976, and the program will be concluded as soon as possible.

Those participants desiring counseling should complete the form below and send it to the Training Branch, AAC-17, by January 19, 1976.

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OPPORTUNITY '76 COUNSELING

TO: AAC-17

I request that I be scheduled for counseling concerning my assessment center record as a participant in the Opportunity '76 Program. To aid in scheduling, the following information is furnished:

Name _____ Grade _____ Routing Symbol _____

Telephone Extension _____

Supervisor's Name _____ Routing Symbol _____

Telephone Extension _____

Jan. 14, 1976

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ATTENTION ALL FLIGHT CREW MEMBERS . . . The Quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m., Wednesday, January 21, 1976, with a repeat session at 9:30 a.m. Thursday, January 22, 1976. - The meetings will be held in the Headquarters Building Auditorium and will feature briefings and questions and answers on ATC procedures in the Oklahoma City area. This will be conducted by representatives of Ft. Worth ARTCC, OKC RAPCON, and OKC FSS.

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

FEDERAL WOMEN'S PROGRAM COMMITTEE . . . The Federal Women's Program Committee (FWPC) is a committee established to enhance the employment and advancement opportunities for all women at the Aeronautical Center. The following committee members are available to everyone at the Center, on an individual contact basis for the purpose of hearing your ideas and suggestions to aid in the success of the program:

Karroll Hayes, FWP Coordinator/Chairman	AAC-61	X2527
Agnes Jones	AAC-252	X2667
Edith Kemp -	AAC-492	X2741
Quinetta Fulson	AAC-90	X2213
Glenda Wilson	AAC-931A	X4751
Margaret Stephens	AAC-9	X4381
Johnnie Moore	AAC-410	X4341
Gloria Ward	AAC-21A	X2681
Pat McCoy	AAC-305	X2203
Gayle Shropshire	AAC-451	X2250
Shirley Dark	AAC-132	X4884

The duties of the FWPC are outlined in AC 3300.5D, Aeronautical Center EEO Affirmative Action Plan, Appendix 1. Although the committee is unable to involve itself with personal problems, it is interested in receiving your comments.

HOUSTON REUNION . . . March 20, 1976, is the date set for a reunion of all FAA employees, active or retired, who have ever worked in the Houston area. If you would like to attend, please contact one of the following persons so that arrangements can be made: Bobbie Hinkle, Fort Worth Center; Dot Frey, AF Program and Planning Section; Margo Tyler, Aviation Medical Division; Peggy Hubenak, Houston Area Coordinator's Office, and Quentin Edwards, Houston Center.

ATTENTION, STAMP COLLECTORS! . . . Alex Lutgendorf, ATCS at Tavis-Monthan RAPCON, has offered an opportunity to all fellow FAA employees stamp collectors to obtain a special historical cancel on their mail. ARIPEX '76, the annual philatelic exhibition sponsored by the Arizona Federation of Stamp Clubs is being held in Tucson, Arizona on January 23 at the Ramada Inn. The USPS has authorized a special pictorial cancellation to be used at the exhibition postal station only. The cancellation shows Juan Bautista de Anza on horseback.

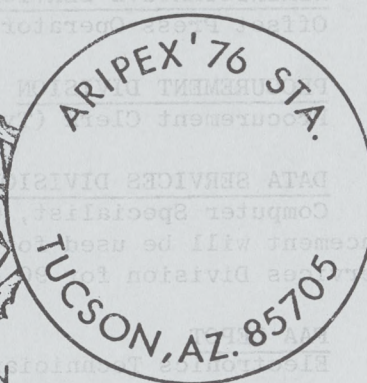
The theme of the exhibition is "Days of Anza" to commemorate the 200th anniversary of the expeditions by Anza from Horcasitas, Sonora, Mexico via Tubac and Tucson, Arizona, to Alta (Upper) California and the establishment there of the mission and presidio of San Francisco.

Interested collectors should send self-addressed, stamped envelopes under separate cover to: "ARIPEX '76 Cancel" c/o 633 S. Kenyon Drive, Tucson, Az 85710, to arrive prior to January 23. Commemorative postage is appreciated. Special cacheted covers are also available and information on how to obtain them will be included, if the SASE will be left unsealed. - Main destined for persons other than the sender will also be accepted.

The **ANZA**
EXPEDITION
1775-1776

Sonora, Mexico
Arizona &
California

BICENTENNIAL COMMEMORATION



FROM YOUR EMPLOYEES ASSOCIATION . . . The Employees Association

- Membership Drive begins January 19 for the year of 1976.
- Check with your Representative or Employees Association Office to get a new card. Membership fee is \$1.00.

Tickets available at the EA Office:

- Gaslight Dinner Theater, "Move Over Mrs. Markham"
Sunday thru Thursday nights except Monday. \$7.75 ea.
- Oklahoma Theater Center, "U.S.A." \$3.75 ea.
- Oklahoma City Blazers vs. Tulsa, Saturday, January 17.

Also available:

- Duplicating machine - 10¢ per copy
- Disneyland/Disneyworld Magic Kingdom Club Card
- Hunting and Fishing Licenses for 1976

January 14, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: January 21, 1976

For promotion consideration submit AC Form 3330-12. For reassignment or change to lower grade submit AC Form 3330-57.

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.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-14	Offset Press Operator, Medium, WG-4417-11	AAC-45	JE-4417
	<u>PROCUREMENT DIVISION</u>		
76-15	Procurement Clerk (Typing), GS-1106-4	AAC-70	1106
	<u>DATA SERVICES DIVISION</u>		
76-16	Computer Specialist, GS-334-13	AAC-310	334
	This announcement will be used for all like grade and series vacancies in the Data Services Division for 90 days.		
	<u>FAA DEPOT</u>		
76-17	Electronics Technician, GS-856-9	AAC-440	856
	Applicants must have one year metrology and recorder experience documented.		
76-18	Electronics Technician, GS-856-5	AAC-440	856
	Position has promotion potential to GS-7 without further competition.		
76-19	Electronics Technician, GS-856-9	AAC-440	856
	Applicants must have one year microwave experience documented.		

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PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>AIRCRAFT SERVICES BASE</u>			
76-20	Training Specialist (Aviation Electronics) GS-1712-11	AAC-820	1712
Specialized experience is teaching or instruction or supervision of instruction and course development in electronics.			
76-21	Quality Assurance Specialist (Aerospace), GS-1910-11. Requires A & P license.	AAC-820	1910
76-22	Equipment Specialist (General), GS-1670-11	AAC-840	1670
<u>FAA ACADEMY</u>			
76-23	Guidance Counselor, GS-1710-9	AAC-910	1710
This position has promotion potential to GS-11 without further competition.			

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: January 28, 1976

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-1	Airspace System Inspection Pilot, GS-2181-13	AFS-560	2181

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Joy Allen	ATC Specialist (Station-Instr)	AAC-930	75-50
Robert Rabideau	ATC Specialist (Terminal-Instr)	AAC-930	75-51
James Snow	ATC Specialist (Terminal-Instr)	AAC-930	75-51
Steve Simon	"	"	"
Richard Carmichael	"	"	"
Dalton Briley	"	"	"
James A. Sealy	"	"	"
Darward A. George	"	"	"
Charles Gibbs	ATCS Specialist (Center-Instr)	"	75-160
Frank Carey	"	"	"
Harvey Blankenship	Supvsy. Electronics Engr. (Instr)	AAC-940	75-169
Darryl Welch	Electronics Technician	AAC-411	75-411
Jackie Anderson	Clerk-Stenographer	AFS-500	75-422
Jimmie Tyler	Utilities Systems Operator	AAC-55	75-468
Billy Baxter	Supvsy. Supply Cataloger	AAC-490	75-470
Henry Howard	Equipment Spec. (Electronics)	AAC-480	75-471



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

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January 21, 1976

NEW CHIEF COUNSEL

Bert Z. Goodwin, formerly Deputy General Counsel for the Department of the Air Force, was appointed Chief Counsel for the agency last week. He succeeds Gerard J. Turner, who resigned for personal reasons after serving as Chief Counsel since September 1973. Prior to becoming the Air Force Deputy General Counsel, Goodwin was the Assistant General Counsel from June 1966 to 1972 and Attorney Advisor from 1961 to 1966. He received the Air Force Exceptional Civilian Service Medal in 1969 for his work on numerous special projects, including major contributions in such FAA-related fields as aircraft procurement, pilot training and flight safety. An Air Force veteran, he received his law degree with honors from the University of Chicago.



OVER 3,000 FLIGHT SAVES IN '75

An engine failure over the Atlantic, an unpredicted overcast in the Allegheny foothills, near hysterical pilots trying to fly through stormy weather--these are some of the situations that FAA controllers and specialists handled while making 3,095 flight assists in 1975. Radar, nav aids and direction-finding equipment, as well as the all-essential very high degree of professionalism, were critical factors in helping these aircraft in distress and their 5,072 passengers to safe landings. Flight Service Stations were credited with most assists, 1,383; air traffic control towers were next with 1,248, while enroute centers made 464. Lost pilots was the number-one reason for providing assistance. This was listed in 1,850 cases. Equipment failure was a problem in 757 instances, while 559 cases were weather related. In 425 assists, planes were low on fuel, and in 175, planes were landing with the gear up. Of the assists, 522 were carried out during hours of darkness. Interestingly, of the total pilots involved, only 275--or less than 9%--were students.

FAA AIRCRAFT DITCHED

An FAA flight inspection Sabreliner model 40 assigned to Frankfurt, Germany was ditched at sea Wednesday, January 14, 1976, off the Brazilian coast about 70 miles from Recife, Brazil. Leo Kuschinsky, the flight inspection technician member of the crew, died as a result of the accident. Mr. Kuschinsky was a flight inspection technician in the Atlanta Flight Inspection Field Office and was returning from a temporary assignment in Frankfurt. The aircraft was being returned to the Aircraft Services Base at the Aeronautical Center. (Continued on page 2)

LATE SCORES . . . Dallas 44; Pittsburgh 21! That's the number of extra sections that Braniff and Eastern Airlines added to fly fans from the Dallas and Pittsburgh areas, respectively, to the Super Bowl in Miami on Sunday. Whether the spread reflects superior ardor on the part of the Dallas Cowboys fans or just the affluent edge afforded by Texas oil money is anybody's guess. But it is not a guess that the game posed problems for the agency in the Miami area. This is particularly so because other airlines added approximately the same number of flights to bring in fans from cities other than Pittsburgh and Dallas. Also, in addition to the extra commercial flights, an estimated 750 to 1,000 private aircraft converged on the area as their owners arrived for the game. But we're sure all was well. They're used to crowds down there. They also drew a capacity crowd for the Orange Bowl game on News Year's Day.

MORE ON CONFLICT ALERT . . . When the New York enroute center went operational with conflict-alert equipment on January 9, the new system blanketed the nation. The system, which flashes a warning signal on the radar displays used by controllers when aircraft are in possible conflict with one another, was then operational in all 20 U.S. centers. Although the initial step of this program implemented conflict alert only in high-altitude sectors, above 18,000 feet, 10 of the centers already have the system operating down to the 12,500 level. Also, it is expected to be down to this level at all centers by early February. So, that's its status. Now, here's how it works: The conflict-alert system is a computer program that has been added to the central computers at the enroute centers. The program projects what the flight paths of aircraft will be in the next two minutes. When they are projected to get closer than the required horizontal and vertical minimums, the data tags identifying the aircraft start to blink and the words "conflict alert" appear on the display. The controller is thereby alerted to the possibility of a conflict and can radio one of the pilots to give him a new heading and/or altitude to keep the aircraft safely separated. Although the program is not expected to be changed substantially in the immediate future, the Memphis Center is experimenting with a program that would alert controllers of a potential conflict of aircraft at all altitudes down to the ground.

SOMETHING FOR FAA RETIREES . . . A major aerospace firm is looking for maintenance, engineering, installation and operational help for a complete ATC and air-defense system for a large Middle East country. Requirements are for specialists in ILS, nav aids, radar, teletype, communications, automation, interphone systems, ATC and other areas. If you are interested, contact James L. Lampe, Aviation Systems Associates, 500 North Washington St., Alexandria, VA 22314. Phone: (703) 683-6860.

AIRCRAFT LOST (Continued from page 1) . . . Its last enroute stop before ditching was at Ascension Island. The pilots were Robert W. Anderson and Lee G. Schoen of Oklahoma City. The reason for the ditching is being investigated.

January 21, 1976

THANKING YOU IN ADVANCE . . . Supervisors in field offices and facilities are reminded that new employees reporting for duty should be told about the availability of FAA World magazine and the procedure for filling out an address form for home mailing, if the employee wants the magazine. Completed address forms should be sent to the region/center control point identified on the bottom of the contents page of FAA World. This will help keep the employee-management communication pipeline open and will help get new employees on the mailing list right away.

ICAO SEEKING APPLICANTS . . . The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL - 2 years PC-36/75 Language Officer (interpreter/Translator) 2 posts, P-3, Gross: U.S. \$19,670 per annum and Net (free of tax): U.S. \$14,585 per annum. LANGUAGE REQUIREMENT: French mother tongue, or the language used for the purpose of education. Ability to interpret into French from English is essential, and from Russian or Spanish desirable. Ability to write French translations, with a thorough knowledge of syntax and stylistics is essential. PC-37/75 Language Officer (Interpreter/Translator), P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532 per annum. LANGUAGE REQUIREMENT: Russian mother tongue, or the language used for the purpose of education. Demonstrated ability to interpret into Russian from English, and from French or Spanish. Ability to write Russian translations with a thorough knowledge of syntax and stylistics. PC-38/75 Language Officer (Reviser/Interpreter), P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): \$17,532 per annum. LANGUAGE REQUIREMENT: Spanish mother tongue, or the language used for the purpose of education. Demonstrated ability to write and revise Spanish translations, with a thorough knowledge of syntax and stylistics, is essential. Ability to interpret into Spanish from English and preferably also from French or Russian is desirable. Applications are due in AIA-29 by 3/5/76. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

VISIT BY ADMINISTRATOR . . . Dr. John L. McLucas, new FAA Administrator, is visiting the Aeronautical Center this week. With him is Bert Goodwin, Chief Counsel; Joseph Laitin, Assistant Administrator, Office of Information Services; Dr. H. L. Reighard, Federal Air Surgeon; Richard Skully, Director, Flight Standards Service; and Garland Castleberry, Director, Executive Secretariat. Dr. McLucas is addressing the Personnel Officers' Conference on January 21.

January 21, 1976

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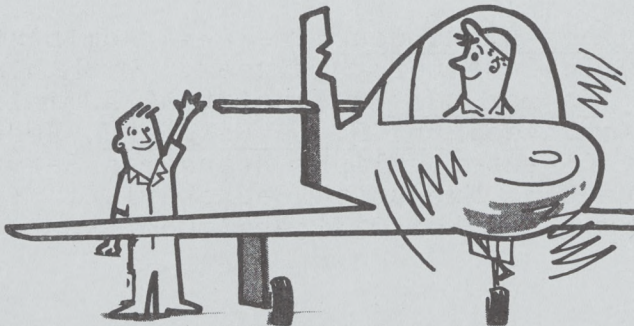
ET QUAL'S HAVE NEW SPACE . . . Electronics technician qualification training at the FAA Academy was relocated early in January 1976 to quarters within the ANF-2 Building. This places the trainees who are new to FAA within the airway facilities training environment and in association with experienced AF field technicians.

INVESTIGATIONS & SECURITY MOVE . . . The Investigations & Security Division, AAC-90, has moved to new offices -- Room 133 in the Headquarters Building.

ATTENTION ALL FLIGHT CREW MEMBERS . . . The Quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m., Wednesday, January 21, 1976, with a repeat session at 9:30 a.m., Thursday, January 22. The meetings will be held in the Headquarters Building Auditorium and will feature briefings and questions and answers on ATC procedures in the OKC area. This will be conducted by representatives of Fort Worth ARTCC, OKC RAPCON, and OKC FSS.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following is now available at your Employees Association Office:

- Oklahoma City Theater - "Mary, Mary" - February 4-15, Price \$3.75
- Oklahoma City Blazers vs. Tulsa -- January 24. Tickets will go off sale Thursday, January 22 at 1:00 p.m.
- Hunting and fishing licenses
- Duplicating machine - 10¢ per copy.



January 21, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: January 28, 1976

For promotion consideration submit AC Form 3330-12. For reassignment or change to lower grade submit AC Form 3330-57. For positions advertised with promotion potential, submit AC Form 3330-12.

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. Your servicing personnel office will be able to provide information on specific Privacy Act requirements.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PLAN ENGINEERING DIVISION</u>		
76-25	Custodial Work Inspector, WG-3566-5	AAC-53	JE-3566
	<u>FAA DEPOT</u>		
75-534	Electronics Engineer, GS-855-12	AAC-440	855
76-26	Supply Systems Analyst, GS-2003-7	AAC-410	2000
76-27	Shipping Clerk, GS-2134-4	AAC-430	2100
76-28	Production Controller, GS-1152-7	AAC-440	1152
	<u>AIRCRAFT SERVICES BASE</u>		
76-8	CANCELLED/Management Operations Specialist, GS-301-12	AAC-830	
	<u>FAA ACADEMY</u>		
76-9	Air Traffic Control Specialist (Station-Instruction), GS-2152-11	AAC-931	2152

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.

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



AERO CENTER intercom

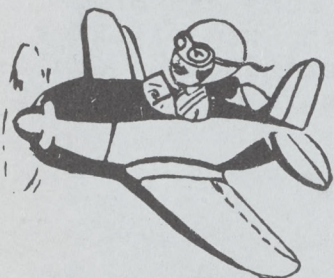
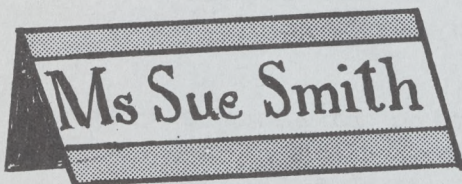
DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

76-4

January 28, 1976

WHAT'S IN A NAME

A decision permitting women employees to use their maiden names on government records has been issued by the Comptroller General. According to the decision, a woman Federal employee has the right, notwithstanding her marriage, to use her maiden name on government records providing that she uses the same name consistently on all such records. Similarly, a woman employee may elect to use the prefix Ms. instead of the traditional Miss or Mrs.



\$2.37 BILLION NEEDED

1977 BUDGET GOES TO CONGRESS

Air traffic control for 233 million air travelers who will fly 185 billion revenue passenger miles--that's just one of the services the agency expects to provide during fiscal year 1977. And that's just one of the reasons FAA is requesting \$2.37 billion for the FY 1977 budget. The budget request, which is \$97.5 million more than FY 1976, provides for 57,386 full-time permanent positions, an increase of 145 over the current year. (A total of 519 air traffic controller positions are to be added while positions in some areas, for instance, flight standards service and airports service, will be reduced.) Included in the \$1.67 billion requested for Operations are funds to pay mandatory salary increases; grade-to-grade promotions and health-benefit increases; and proposed position and employment increases. The \$226,595,000 for Facilities and Equipment will be used to upgrade radar, provide new and improved instrument landing systems and provide initial funding for FSS automation systems, among other things. Research and development money will go for further development of computerized systems for electronically displaying flight data in towers and en route centers; final development of the microwave landing system; research and development of a collision-avoidance system; equipment to help pilots avoid wind shear and wake turbulence at airports throughout the country, as well as the development and field test of systems capable of automatically metering and spacing aircraft in terminal areas. (See summary on page 3)

AUTOMATION AT WASHINGTON FSS

The agency has taken another step in its program to automate flight service stations by ordering automated data-display equipment for the Washington FSS. (Continued on page 2)

AUTOMATION (Continued from page 1) . . . The computer-based Aviation Weather and Notice to Airmen (AWANS) is being built by E-Systems Inc. of Dallas and will be ready for operational use early next year. The AWANS equipment consists of small TV-like displays directly in front of the flight service specialists and large wall-mounted display screens, which provide vital aeronautical and weather information for specialists' use in briefing pilots before and during flight. The new automated FSS will be collocated with the Washington Air Route Traffic Control Center at Leesburg, Va. The move from Washington National Airport is scheduled to take place in march.

LOW ALTITUDE ALERT . . . A Low Altitude Alerting System (LAAS) for use in towers at intermediate traffic airports is currently being tested at the Fayetteville, N.C. Tower. Like the minimum safe altitude warning system in use with the Automated Radar Terminal System (ARTS III), the LAAS will alert a controller with an aural alarm and flashing signal when a plane flies below a preselected altitude. The LAAS system is used in conjunction with the TPX-43 system, which automatically writes out a flight's code number and altitude on the controller's display. When tests are completed at the end of this month, the agency will evaluate the results to determine whether the LAAS should be added at all facilities equipped with TPX-42 systems.

ADMINISTRATOR FLIES IN IPC DEMONSTRATION FLIGHT . . . FAA Administrator John L. McLucas got a practical look at Intermittent Positive Control (IPC) when he took a demonstration flight in a test aircraft at Hanscom Field, Bedford, Mass., last week. Flying in a four-seat light aircraft, the Administrator saw an automatic warning appear on the cockpit display when another plane--not involved in the test--was detected on a potentially conflicting course. During the flight demonstrations, two planes flew a series of converging maneuvers to illustrate how the IPC issues proximity and evasion instructions to help pilots avoid mid-air collisions. The IPC System is under development by FAA's System Research and Development Service.

STANDARDS FOR X-RAY UNITS . . . The agency is planning to require that X-ray equipment used by foreign airlines to check passenger carry-on luggage at U.S. airports meet the same standards established for X-ray equipment used by U.S. airlines. These standards include maximum radiation levels as set by the Food and Drug Administration, minimum performance and detecting capabilities as set by FAA, proper training of employees operating the equipment and safeguards against the possible exposure of employees and others to excessive radiation.

THE PROBABLE CAUSE . . . The National Transportation Safety Board last week released the report on the probable cause of the crash of TWA 514 near Washington, D.C., Dec. 1, 1974. The aircraft struck a mountain ridge while descending for a VOR/DME approach to Runway 12 at Dulles International Airport. According to the Board's majority opinion, the probable cause was the crew's decision to descend to 1,800 feet before the aircraft had reached the approach segment where that minimum altitude applied. The report cited "inadequacies and lack of clarity in the air traffic control procedures" as contributing to the crew's decision but said, "nevertheless, the examination of the plan view of the approach chart should have disclosed to the captain that a minimum altitude of 1,800 feet was not a safe altitude." Two Board members submitted a minority report dividing responsibility for the premature descent between the pilot and controller. As a result of the investigation, NTSB has submitted 14 recommendations to FAA. These included changes in air traffic control procedures and terminology, in distribution of significant weather information, in charting techniques and in preparation of pilot informational materials. FAA has acted on all 14 recommendations.

SUMMARY OF BUDGET ESTIMATES
Fiscal Year 1977
(In Thousands)

<u>Appropriation Title</u>	<u>FY 1976</u>	<u>Transition Qtr.*</u>	<u>FY 1977</u>	<u>Difference</u>
Operations	\$1,568,700	\$411,100	\$1,675,209	\$+106,509
Facilities, Engineering and Development	12,250	2,925	14,602	+ 2,352
Operation & Maintenance, Metropolitan Washington Airports	18,827	4,865	20,700	+ 1,873
Construction, Metropolitan Washington Airports	11,625	--	8,100	- 3,525
Grants-in-aid for Airports: (Trust Fund)				
Program Level	(350,000)	(87,500)	(350,000)	(=)
Contract Authority	350,000	87,500	350,000	(=)
Approp. to liquidate Obligations	(370,000)	(92,500)	(355,000)	(-15,000)
Facilities & Equipment (Trust Fund)	245,537	--	226,595	-18,942
Research, Engineering and Development (Trust Fund)	<u>67,500</u>	<u>17,900</u>	<u>76,700</u>	<u>+ 9,200</u>
TOTAL	\$2,274,439	\$524,290	\$2,371,906	\$+97,467

* The fiscal year is being changed from July 1/June 30 to Oct. 1/Sept. 30 this year. The transition quarter covers the period between the end of the 1976 fiscal year under the old system and the beginning of fiscal year 1977 under the new system.

January 28, 1976

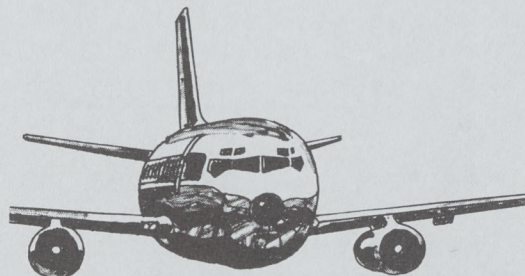
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FAA ON TELEVISION . . . Automation has come to pilot briefings, and "Aviation Weather" will bring it into people's living rooms. "Aviation Weather" the pilot briefing and education program seen Friday nights on 214 public broadcasting stations, begins a two-part series Fridays, February 6 & 13. The subject will be AWANS, the Automated Aviation Weather and NOTAM System that is now operational at Charlie Brown Airport near Atlanta. In the first program, host Jim English will explain the components of the system, and Elmer Brothers, acting chief of the Atlanta FSS, will discuss its purpose. In the second program, viewers will see the built-in technology which puts essential data right at the briefer's fingertips. (Local viewers will be able to see the show on Channels 11, Tulsa, and 13, Oklahoma City, Friday nights at 6:00 p.m.

EQUIPMENT DISPLAY . . . The Donnell Typewriter Company will have a continuous showing and demonstration of Olympia Calculators in Room 206D of the Aviation Records Building on Thursday, January 29, from 9 a.m. to 4 p.m. On display will be the complete line of electronic calculators made by Olympia. All interested personnel are invited to attend.

FTS REMINDER . . . The Aeronautical Center's new FTS prefix, 732-, is also the prefix for an Oklahoma City residential area. When you are talking to someone who might be calling us on FTS, it might be well to remind them to use the FTS Access "8" and omit the 405 area code. Some Oklahoma City residents have been getting calls from many faraway places.

VISITORS . . . Visiting the Aeronautical Center this week were El-Sayed Yehia EL-SHINAWI, President, Egyptian Civil Aviation Organization, and four members of his staff. Their primary objective was to observe FAA's training and facilities currently in operation or under development in the United States.



January 28, 1976

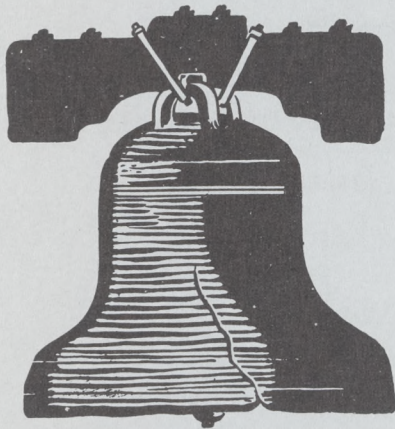
FROM YOUR EMPLOYEES ASSOCIATION . . . If you have not joined the Employees Association for the year 1976, you had better see your representative or come by the Employees Association Office before February 12. The Employees Association will be having a drawing for Valentine candy on February 12 at 9:00 a.m.

The following is now available at the EA Office:

- Gaslight Dinner Theater. Price \$7.75 per person
- Oklahoma City Theater - "Mary, Mary" - February 4-15.
Price \$3.75
- Oklahoma City Blazers vs. Salt Lake City -- January 30.
Tickets will be available until 3:30 p.m. Thursday.
- Hunting and fishing licenses
- Duplicating machine - 10¢ per copy



MILESTONES IN AMERICAN HISTORY



1753 -- LIBERTY BELL FIRST HUNG! The bell was ordered from England by the Pennsylvania Assembly on the 50th anniversary of Penn's Charter. The bell cracked during testing shortly after arrival and was recast at least once.

The Continental Congress convened in Independence Hall below the tower, and in July 1776 the bell rang out -- proclaiming adoption of the Declaration of Independence. In 1777, colonial patriots took down the bell and hid it from the British until 1778. When the British evacuated Philadelphia, the bell was rehung. It rang on every ceremonial occasion -- notwithstanding another crack and repairs in 1835 -- until it was cracked irreparably on Washington's Birthday in 1846. The bell, weighing 2,080 pounds, is inscribed as follows: "Proclaim Liberty Throughout All the Land to All the Inhabitants Thereof."

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: February 4, 1976

For promotion consideration submit AC Form 3330-12. For reassignment or change to lower grade submit AC Form 3330-57. For positions advertised with promotion potential, submit AC Form 3330-12.

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 specific form must be submitted in order for you to be considered for promotion to the position being advertised. Your servicing personnel office will be able to provide information on specific Privacy Act requirements.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>BUDGET DIVISION</u>		
76-34	Budget Analyst, GS-560-7 Position has promotion potential to GS-11 without further competition.	AAC-30	560
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-35	General Communications Equipment Operator, GS-392-5 Must work a rotating shift to maintain a 7-day 3-shift teletype operation.	AAC-44	392
	<u>PLANT ENGINEERING DIVISION</u>		
76-36	Electromotive and Powered Ground Equipment Mechanic, WG-5801-10	AAC-56	JE-5801
76-37	Electromotive and Powered Ground Equipment Mechanic Helper, WG-5801-5	AAC-56	JE-0001
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-38	Supply Clerk, GS-2005-5	AAC-100	2005
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-39	Editorial Assistant (Stenography), GS-1087-5	AAC-230	1087
	<u>FAA DEPOT</u>		
76-40	Machinist, WG-3414-10 Promotion potential to WG-11 without further competition.	AAC-440	JE-3414

January 28, 1976

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PROMOTION PLAN ANNOUNCEMENT (continued)

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

FAA ACADEMY
76-10 *Aviation Safety Inspector (Operations-
Instruction), GS-1825-12/13 AAC-953 1825

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

76-11 *Aviation Safety Inspector (Instruction) AAC-950 1825
GS-1825-13

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).

*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
76-41 Secretary (Stenography), GS-318-6 AAC-1000 318
Must have six months experience at GS-5 or one year at GS-4 in secretarial work, plus one year at GS-5 level to meet the Whitten time in grade requirement.

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: February 11, 1976

Area of consideration limited to LAX commuting area.

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

FINFO-76-28 Secretary (Stenography), GS-318-5 LAX FIFO 318

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



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

76-5

February 4, 1976

CARTOON CONTEST WINNERS

Prize-winning suggestions for the annual Safety Poster Contest have been announced by FAA AVIATION NEWS. The 12 winning entries were selected according to the pertinence and interest of the incident cited, as well as the appeal of the rhymed couplet. Cash prizes of \$25 for each prize-winning entry will be delivered to the winners. Their suggestions will be made up into cartoons by the noted artist Robert Osborn and will appear on the back cover of FAA AVIATION NEWS with appropriate credit. The following is a list of the 10 winners of the 1975 FAA AVIATION NEWS safety cartoon contest: (There were two double winners, Terry Lankford and Thom Hook.) Alfred Barnes, Denver, Colo.; A.O. Ferguson, Lubbock, Tex.; Jerry Forsythe, Houston, Tex.; Marvin Franklin, Lubbock, Tex.; Richard Gamble, Key West, Fla.; Thom Hook, Wash. D.C.; V.E. Jones, Maui, Hawaii; Terry Lankford, Bakersfield, Calif.; Steven A. Parsons, Norwood, Mass.; A.C. Tiana, Kansas City, Mo.

REPORTS WITHOUT FOUNDATION

INTERCEPT CHARGES THROWN OUT

Charges that military aircraft are running practice intercept operations on commercial airliners off Florida's east coast are false and without foundation, FAA Administrator John L. McLucas said last week. McLucas made the statement when releasing the report of his special task force, which investigated the charges and found "no evidence that military aircraft were making unauthorized intercepts on civil traffic." The task force was appointed by McLucas after CBS "60 Minutes" broadcast the intercept allegations last December. "The task force was not able to substantiate a single intercept operation despite the charge made on the "60 Minutes" program that there are 14 to 15 such incidents a month." Of the 160 journeymen controllers and supervisors at Jacksonville ARTCC interviewed by the task force, 135 testified that they had not seen any unauthorized intercept operations and did not think this was a safety problem. The remaining 25 controllers said they had observed unauthorized intercepts, but only 14 offered specific information. Of these 14 incidents, five had been investigated by the facility and were not substantiated. Analysis of the other nine was not possible since the controllers had not filed reports or other documentation.

ANNUITY UP 5.4 PERCENT

A 5.4 percent cost-of-living annuity increase is effective March 1 for retired Federal employees. Increases will be included in the regular April annuity checks for all persons on the annuity rolls by COB Feb. 29, 1976. Employees contemplating retirement or currently using sick leave before retiring on disability may wish to check with their Personnel Management Division to determine whether it is advisable to retire before March 1.

February 4, 1976

IT'S A PLANE, IT'S A BIRD, IT'S A PERSON POWER . . . It has a wing span of 78 feet; it's cruising speed is estimated at 20 miles an hour, and it is powered by a single person power. These are the specifications of an experimental plane recently certificated by the agency at Quonset Point, R.I., Airport. The plane, built by a retired Air Force pilot by the name of Joe Zinno, hasn't flown yet. But it may. And that's what's remarkable about the whole project. According to FAA inspectors, this plane, the first man-powered aircraft to be certificated by the agency, has a real chance of flying. If Zinno manages to get the thing off the ground, and if he can fly a mile around a figure eight course, he stands to win a \$100,000 prize being offered by a British industrialist, which is a pretty good fee for a one-mile flight. Zinno says if the thing does fly, he hopes to retire it to a museum after a short, happy life.

MONITORS TO SAVE ENERGY . . . A \$3.8 million contract for 11 computerized central monitors, which will help save energy for the mechanical, electrical and fire-alarm systems in ARTCCs, has been awarded to Honeywell, Inc. Besides saving energy during off-peak periods by limiting energy consumption, the monitors will constantly check the performance of these systems and provide an alarm when they malfunction or when critical factors, such as heat, exceed tolerance levels. In the case of the fire-alarm system, the monitor also will show on a visual display where the fire is. In addition, the monitors will allow technicians to make adjustments from a central position when they note actual or potential malfunctions in the systems.

FSS MOVE THIS MONTH . . . The move of the Washington FSS from its present location at Washington National Airport to the Washington ARTCC in Leesburg, Va., is set for February 21 and not sometime in March, as reported in last week's INTERCOM.

MORE LANDING PLACES . . . The number of aircraft landing facilities in the U.S. and its possessions showed a net increase of 189 in 1975. This brought the year-end total to 13,251. Of these, 11,224 were airports, 1,524 heliports, 468 seaplane bases and 35 STOL (Short Take Off and Landing) ports/STOL runways. Privately owned landing facilities accounted for the entire increase, jumping from 8,487 in 1974 to 8,678 in 1975, while publicly owned facilities actually declined from 4,575 to 4,573 in 1975. Texas continues to lead all states with 1,213 landing facilities, followed by Illinois with 831, California with 781, Alaska with 769, Pennsylvania with 609, Ohio with 548, New York with 488 and Michigan with 400. Lighted runways are provided at 4,171 locations and paved runways at 4,865. There are 63 airports with runways more than 10,000 feet in length.

PRESIDENTIAL PRIMARY COMING UP . . . The first presidential primary will be held February 24 in New Hampshire. The first of 29 Presidential primaries to be conducted this year, this important election "kick off" a year of extremely active political activity. Remember... the role of Federal employees in primary, as well as in general elections, is governed by the Hatch Act. For further information or for answers and specific guidance, contact the Labor Relations Branch, AAC-16.

AIRPORT SECURITY--McLUCAS TASK FORCE . . . Equipment and procedures to screen all baggage being loaded aboard aircraft and various methods to insure airport security are being investigated, Administrator McLucas told reporters at a Washington press conference last week. Reporting on findings of an airport security task force established after an explosion killed 11 persons at New York's La Guardia Airport last month, the Administrator said that new baggage screening devices would be tried out at at least three airports as soon as the equipment is available. He added that test airports will probably include Washington National and/or Dulles International, both of which are owned by the FAA. While explaining that various solutions to the problem are still being investigated, McLucas said that the first essential step has already been taken: airport and airline personnel--from the ticket agent who meets the passengers to the pilot who flies them--are acutely aware of security.

HELPING AIRMEN GET SAFETY MATERIALS . . . A monitoring system to help identify and correct the problems experienced by some members of the aviation community in obtaining essential aviation safety materials ordered from the U.S. Government Printing Office has been established by the agency. FAA said it has received complaints that it takes too long to get materials from GPO and sometimes items ordered are not received at all. Under the program, FAA will send complaints it receives to GPO and notify the customer of the action it has taken. In addition, a copy of the transaction will be kept on file so that complaints can be reviewed regularly to determine whether GPO's corrective measures are effective or whether other steps must be taken.

ENVIRONMENTAL TRAINING . . . A contract to develop and conduct three sections of a two-week (80-hour) environmental training course has been awarded to Greiner Environmental Sciences, Inc., of Baltimore. The course will be held at the FAA Academy in Oklahoma City, with the first section (prototype) scheduled to get underway on or about April 26, 1976. The course will be designed to improve the skills of persons involved in and responsible for environmental assessment documentation and processing. When this contract is completed, the academy will assume the responsibility for this training course.

NEW SAFETY STAFF . . . A new Safety Analysis Staff, AFS-80, has been established in the Flight Standards Service. Functions of the new staff will include using automated data processing methods to record, analyze and retrieve certification, violation and accident/incident information. Specifics are set forth in 1100.2 CHG, dated Jan. 14, 1976.

DOW HONORED . . . In recognition of his support of minority business enterprises, the National Association of Black Manufacturers presented Deputy Administrator James E. Dow with a plaque last week in the administrator's conference room. Agency awards to minority contractors have grown from \$713,559 in 1970 to \$18.7 million in 1975.

February 4, 1976

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NEW MTS SUPERINTENDENT NAMED . . . James Lucas, Chief, Air Traffic Center in Honolulu, has been selected as Superintendent of the FAA Management Training School. Mr. Lucas will assume his new position on February 9, 1976.

EQUIPMENT DISPLAY . . . B & K Instruments, Inc., will have their demonstration van parked west of the Headquarters Building from 9 a.m. until 4 p.m. on Wednesday, February 11. Company representatives will be displaying and demonstrating their complete line of electronic instruments. All interested personnel are invited to attend.

FLYING CLUB MEETING SCHEDULED . . . The February membership meeting of the FAA Flying Club will be held on Saturday, February 7, in the La Casa Room at Ramada Inn West, 800 s. Meridian. The meeting will start at 9:00 a.m. Breakfast will be served at 8:00 a.m. for the early risers that enjoy hangar flying. All members and prospective members are encouraged to attend and participate. This is an opportunity to voice your views, pro and con, concerning the club operation.

DENVER ARTCC SNOW SMASH I . . . Planning is now under way for the first annual Snow Smash -- a winter carnival for the entire family. Times and dates are Thursday and Friday, March 25 and 26. The place will be Lake Eldora Ski Area, just 45 miles from Denver. Accommodations will be available in Boulder. Some of the events planned are cross-country skiing and races, kids races, obstacle course on skis, snow sculpture contest for kids, family races, etc. More details will be coming later.

COLD WEATHER ENERGY SAVER . . . To save on heating energy and heating costs, lower thermostats to 68 degrees during the day and 60 degrees at night. If these settings reduce the temperature an average of 6 degrees, heating costs should run about 15% less.

Have your furnace serviced once a-year. Adjustment could mean a saving of 10% in family fuel consumption.

Clean or replace the filter-in forced-air heating systems every month. Dust or vacuum radiator surfaces frequently.

The best insulation of all for comfort in cooler indoor temperatures is warm clothing.

February 4, 1976

CIVIL RIGHTS STAFF . . . This is the first in a series of brief articles to acquaint Aeronautical Center employees with the responsibilities and functions of the Civil Rights Staff, AAC-9. The Chief, Civil Rights Staff, develops and recommends to the Aeronautical Center Director civil rights and EEO policies, programs, standards, and procedures to assure equal opportunity to employees and applicants for employment, and to prohibit discrimination because of race, color, religion, sex, age, or national origin. The Civil Rights Office has an open-door policy to all employees and applicants for employment, and you are invited to share with them your EEO/Civil Rights concerns.

EMPLOYEE AWARDS . . . The following awards were presented during the Director's staff meeting on February 3: Clarence D. Cunningham, AAC-944, received an Outstanding Performance Award; Frederick J. Babits, AAC-943, received a Quality Step Increase Award; and Vincent Burton, AAC-40, received his 35-year service pin.

FROM YOUR EMPLOYEES ASSOCIATION . . . Remember your 1976 membership fees are due. See your representative or come by the Employees Association Office to join. The Employees Association will be having a drawing for Valentine candy on February 12 at 9:00 a.m.

The following is now available at the EA Office:

- Gaslight Dinner Theater, "Move Over, Mrs. Markham"
Last performance is Sunday, February 8. Starting
Tuesday, February 10, "Cat on Hot Tin Roof." Price \$7.75.
- Oklahoma City Theater, "Mary, Mary" February 4-15.
Price \$3.75.
- Oklahoma City Blazers vs. Tulsa, February 6. Tickets will
be available until 3:30 p.m. Thursday.
- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- Duplicating machine - 10¢ per copy

February 4, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: February 11, 1976

For promotion consideration submit AC Form 3330-12. For reassignment or change to lower grade, submit AC Form 3330-57. For positions advertised with promotion potential, submit AC Form 3330-12.

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 specific form must be submitted in order for you to be considered for promotion to the position being advertised. Your servicing personnel office will be able to provide information on specific Privacy Act requirements.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
76-42	Television Production Specialist, GS-1071-11	AAC-43	1071
<u>PLANT ENGINEERING DIVISION</u>			
76-43	Production Controller (Construction), GS-1152-7	AAC-53	1152
76-44	Boiler Water Control Worker, WG-5469-9	AAC-55	JE-5469
76-45	Utility Systems Operator, WG-5406-9	AAC-55	JE-5406
	Work shift will be 3:30 p.m. - midnight, Friday through Tuesday.		Regular
	days off will be Wednesday and Thursday.		
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
76-46	Statistical Clerk (Typing), GS-1531-4	AAC-230	1531
<u>DATA SERVICES DIVISION</u>			
76-47	Computer Technician, GS-335-7	AAC-340	335
	Must have 1 year at GS-6 to meet Whitten Amendment requirement.		
<u>FAA DEPOT</u>			
76-48	Motor Vehicle Operator, WG-5703-8	AAC-430	JE-5703
76-49	Supply Technician, GS-2005-7	AAC-490	2005
<u>FAA ACADEMY</u>			
76-12	*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,

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PROMOTION PLAN ANNOUNCEMENT (Continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	regional Air Traffic Division, the Washington office of Air Traffic Service or in an AT position with the FAA Systems Research and development service.		
76-13	*Air Traffic Control Specialist (Center-Instruction), GS-2152-13	AAC-931	2152
	A minimum of one year of FAA experience is required within the last six years as an Air Traffic Control Specialist at an Air Traffic Field Facility, regional Air Traffic Division, the Washington office of Air Traffic Service or in an AT position with the FAA Systems Research and Development Service.		
76-24	*Supervisory Electronics Engineer (Instruction), GS-855-13	AAG-940	800

*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

76-6 February 11, 1976

EMPLOYEE RESPONSIBILITIES AND CONDUCT

As you know, the Department of Transportation Regulations, Part 99, Employee Responsibilities and Conduct, implemented by FAA Order 3750.3A, long ago established standards of ethical conduct for all DOT employees.

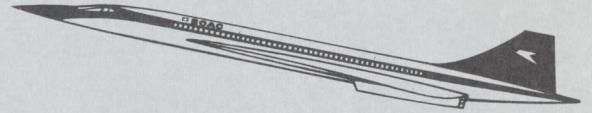
Obviously the great majority of FAA employees adhere to those standards scrupulously. However, a small number of recent incidents have been brought to light which require attention. These incidents mainly involve fraudulent documentation of time and attendance records and travel vouchers. Such acts are not only contrary to Departmental regulations, but may also constitute a violation of Title 18, United States Code, which provides criminal penalties for fraud or false statements or claims in connection with a Government matter. The FBI has conducted several investigations following referral by FAA Investigations and Security. Needless to say, serious consequences can result for any employee who submits a false document.

With regard to time and attendance records, supervisors are responsible for insuring that procedures contained in Order 2730.2A, Time and Attendance, are followed to the letter for maintenance of these records promptly to ensure their accuracy and create an atmosphere which discourages violations. We, as employees, are all responsible for providing accurate information to those who maintain the records.

Both DOT and FAA Orders require that each known or suspected violation of DOT Regulations, Part 99, or any criminal act, be promptly reported by any employee having knowledge of such violations through channels or directly to the appropriate Air Transportation Security or Investigations and Security Divisions. Each of us should assure that we are aware of the pertinent standards, regulations and procedures.

THOMAS J. CRESWELL

NEWS FROM WASHINGTON



16-MONTH TRIAL PERIOD APPROVED

THE CONCORD IS COMING

Sometime this spring--the courts and the Congress permitting--Air France and British Airways will initiate limited service with the supersonic Concorde to New York's Kennedy Airport and Washington's Dulles Airport for up to a 16-month trial period. Authorization to permit (a total of four a day at JFK and two at Dulles) was granted last week. Transportation Secretary William T. Coleman, Jr., cited this nation's commitment to advanced technology as one of the principal reasons for the decision. "The adverse consequences of a limited and controlled demonstration are worth the benefits that would accrue to the American people from observing first hand the commercial application of this technology," the Secretary said. He added that the 16-month trial period "will be sufficiently long to evaluate the variables of seasonality, to help justify the initial commercial investment, to test consumer and community response and to provide both the European governments and United States private industry the opportunity to consider whether the development of cleaner, quieter, more fuel-efficient SST technology is a sound capital investment." FAA was directed to establish a monitoring system at both JFK and Dulles to measure noise and emission levels.

OVERLAPPING SAVES

Specialists at the Kotzebue, Alaska, flight service station brought in two planes--one right after the other--with direction-finding (DF) equipment when the weather suddenly turned sour. First, a (Continued on page 3)

ATC TASK FORCE FORMED

An agency team of management officials, headed by Robert Ziegler, Great Lakes Deputy Regional Director, visited air traffic facilities in the New York area last week to investigate allegations of unsafe air traffic control procedures. Accompanying the team as it checked out metropolitan facilities, including the New York Common IFR Room, was John F. Leyden, national president of the Professional Air Traffic Control Organization.



OVERLAPPING SAVES (Continued from page 2) . . . single-engine aircraft flown by a non-instrument-rated pilot called in to say he was lost and "in the soup." Although visibility deteriorated to less than one mile, the plane was "hand carried" to the runway's threshold on the third attempt. Less than a half an hour later, a light twin called in for DF guidance. Specialist Henry A. Bayeur brought the plane in by routing it the same way as the previous emergency. The twin landed on the first pass, fortunately, for the fuel on board was zero. During the month of December, 302 flight assists were reported by FAA facilities--123 by flight service stations, 129 by towers and 50 by centers. There were a total of 432 people reported on board the aircraft involved. The primary causes for the assists included 161 lost pilots, 43 low on fuel, 76 involved in bad weather and 86 with some type of equipment malfunction.

CABIN SAFETY EMPHASIZED . . . "The basic mission and objective of the FAA is flight safety," Administrator McLucas last week told a Congressional subcommittee investigating cabin safety. He went on to point out there are many paths the FAA follows to fulfill this responsibility. And he emphasized that crashworthiness--the ability of the aircraft and its passengers and crew to survive an accident and its aftermath--is one of these paths and a goal FAA will continue to "vigorously pursue." The Administrator assured the subcommittee that the agency would study all suggestions as part of its continuing review of the adequacy of Federal regulations in this area.

FEBRUARY LAUNCHES FAA WORLD'S BICENTENNIAL TREATMENT . . . "A Bicentennial Flight--Discovering the Spirit of America" is every pilot's dream: low and slow around the U.S....NAFEC's success where its "Co-op Program Attracts Cream of the Crop"... "First Jet Finds Its Last Hangar" at the National Air and Space Museum, and we talk to its test pilot... Also read about "Safety for Balloonmania," "Reviving an Ancient Art"--igloo building, a modification that is "Shedding Light on Airports," and regular features Federal Notebook, Faces and Places, Small World, Direct Line and Heads Up.

AT SEEKS TO CUT PAPER BLIZZARD . . . Air Traffic is doing its best to erase the image of government agencies as generators of needless paperwork. This week an NPRM will be published in the Federal Register that would cut down considerably on the amount of paper and labor currently required of special air space users. Each year these users--mostly military--must submit a lengthy report to help the FAA decide whether continued use of restricted airspace to carry out special operations is justified. Reports must contain data responsive to numerous categories and subcategories of questions and must be accompanied by detailed maps. For the military which must prepare a report for each of the hundreds of restricted areas it uses, this becomes a major task involving lots of people and money. Now AT says this documentation is no longer necessary. Instead, users can submit annual reports much smaller in size and scope, and if FAA has any doubts it can always ask for additional documentation. The military should be pleased with this arrangement and so should the regional offices and those in AT-200 who have to review the reports.

HOUSTON REUNION - RESCHEDULED . . . Due to a scheduling problem, the reunion of all past or current employees of FAA in the Houston area has been delayed a week -- to March 27. Reservations must be made by March 19. Peggy Hubenak of the Houston Area Coordinator's office is in charge of reservations. Address is William P. Hobby Airport Administration Building, 8800 Paul B. Koonce Drive, Houston, Texas 77017.

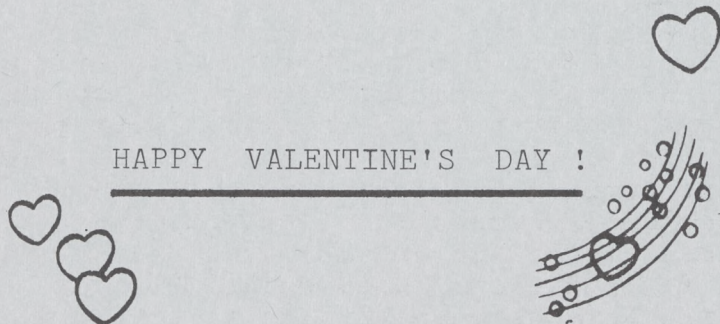
FROM YOUR EMPLOYEES ASSOCIATION. . . . The Employees Association drawing for Valentine candy will be Thursday, February 12, at 9:00 a.m.

The following tickets are available at the EA Office :

- Gaslight Dinner Theater, "Cat on a Hot Tin Roof" - February 10 through March 7. Price \$7.75
- Oklahoma City Theater, "Mary, Mary" February 4-15. Price \$3.75
- Oklahoma City Blazers vs. Dallas. Tickets available until 11:00 a.m. Friday, February 13. The game is on February 14.
- India Temple's Bicentennial Shrine Circus, March 25-28. General Admission tickets \$2.00 for adults, \$1.00 for children under 12.

Also available at the EA Office:

- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- Duplicating machine - 10¢ per copy.



HAPPY VALENTINE'S DAY !

February 11, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER WIDE</u>		
76-51	Clerk-Stenographer, GS-312-4	Aero. Center	312
	<u>CIVIL RIGHTS STAFF</u>		
76-52	Secretary (Stenography), GS-318-5	AAC-9	318
	<u>MANAGEMENT ANALYSIS DIVISION</u>		
76-53	Management Analyst, GS-343-12	AAC-60	343
	<u>PROCUREMENT DIVISION</u>		
76-54	Purchasing Agent, GS-1105-7	AAC-70	1105
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-55	Supervisory Personnel Research Psychologist, GS-180-12	AAC-110	180
	Must have a Doctoral Degree or equivalent or 4 years of appropriate professional experience.		
	<u>DATA SERVICES DIVISION</u>		
76-56	Secretary (Stenography), GS-318-5	AAC-300	318
	Must have a minimum of 6 months secretarial type experience.		
76-57	Data Transcriber, GS-356-4	AAG-340	356
	<u>FAA DEPOT</u>		
76-58	Secretary (Stenography), GS-318-4	AAC-480	318

PROMOTION PLAN ANNOUNCEMENT (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>FAA ACADEMY</u>			
76-29	*Electronics Engineer (Instruction), GS-855-13	AAC-940A	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.			
76-30	*Supervisory Aviation Safety Inspector (Operations-Instruction), GS-1825-14	AAC-953	1825
76-31	*Supervisory Aviation Safety Inspector (Airworthiness-Instruction), GS-1825-14	AAC-955	1825
76-32	*Supervisory Aerospace Engineer (Instruction) GS-861-14	AAC-955	800

*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.
Paul Conway	ATC Specialist (Terminal-Instr)	AAC-930	75-51
William McIntosh	Supvsy. Electronics Tech (Instr)	AAC-940	75-435
Bernard Winton	Electronics Technician	AAC-440	75-454
Mark Belliveau	Supply Technician	AAC-430	75-462
Martha Major	Accounting Clerk	AAC-21	75-467
Mary York	"	"	"
Thaymer Koch	Secretary (Stenography)	AAC-440	75-469
Phyllis Volovick	"	AAC-410	"
Barbara Jeanguneat	"	AAC-490	"
Gerald L. Davis	Computer Aid	AAC-340	75-472
Harold Stinson	Supvsy. Electronics Tech.	AAC-440	75-473
Marion Williams	Supvsy. Aircraft Maintenance Spec.	AAC-830	75-475
Charles Steuben	Supvsy. Aviation Safety Inspector (Operations-Instr)	AAC-950	75-477
James Dills	Procurement Analyst	AAC-70	75-481
Elmer Marsh	Aircraft Pneudraulic Systems Mechanic Leader	AAC-830	75-484
Ronald Vaughan	Supvsy. Supply Technician	AAC-45	75-486
Norma Schem	Conveyances Examiner	AAC-250	75-487
Susan Schmidt	"	"	"
G. W. Smiley	"	"	"
Janice Duncan	"	"	"
Amos T. Eby, Jr.	Equipment Specialist (Electronics)	AAC-820	75-488
Roderick Ellsworth	Education Specialist	AAC-913	75-490
John Hunt	"	"	"



AERO CENTER intercom

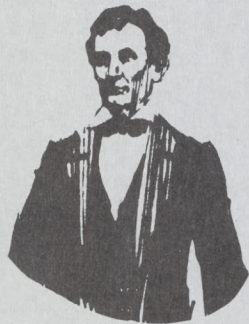
DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
service to man in flight

76-7

February 18, 1976

BLACK HISTORY MONTH

Achievements of Black Americans, past and present are being celebrated this month. Afro-American Week, being observed for the 50th year, was expanded to Black History Month during this bicentennial year to give broader recognition to the contributions of Blacks. Initiated by Carter G. Woodson, Founder of the Association for the Study of Negro Life and History, the week (or month) includes the birth dates of Abraham Lincoln (February 12) and Frederick Douglass (February 14), both of whom were instrumental in the abolition of slavery.



NEW PROCEDURES STILL BEING EVALUATED

JET FUEL AND \$\$\$ SAVED

A new energy conservation procedure, designed for use when weather or other factors cause aircraft landing delays produced direct savings of over 112 thousand gallons of jet fuel, worth about \$33,000, for 122 aircraft held on the ground during a recent one-day agency test. A cooperative undertaking by FAA and the airlines, the test involved holding Chicago-bound flights on the ground at some 150 airports around the country until they could be accepted at Chicago's O'Hare International Airport with a minimum airborne delay. Traffic flow was monitored by the Air Traffic Control Systems Command Center at Headquarters. The test was conducted on January 7 when several runways were closed at O'Hare by high winds, and the airport's traffic-handling capacity was substantially reduced. Airborne delays for the test day subsequently were compared with delays experienced on January 13, a day when heavy snow caused a similar reduction in O'Hare's capacity but when the new flow-control procedures were not in effect. By comparing airborne delays on the two days, FAA estimates that the new flow-control procedures saved over 650,000 gallons of jet fuel. Further review of results and additional evaluations are planned before the agency decides whether to institute the new procedures on a permanent basis.

FAA IN REGISTER TWICE A WEEK

Those who scan the *Federal Register* each day looking for notices and documents issued by the agency now have to review only the Monday and Thursday editions. The twice-a-week system is being tried for six months to see whether this will make it easier for readers to keep current on government proposals and activities as the Register grows in size and complexity.

VISIBILITY NEAR ZERO . . . Controllers from the Bethel, Alaska, Flight Service Station guided the plane into the vicinity of the airport by using direction-finding (DF) and radio equipment, but visibility was less than half a mile, and the pilot could not locate the runway. He did see airport buildings, including the FSS, but not the lighted runways. After several attempts to land, the pilot was instructed to descend to an altitude of 250 feet as he was turned inbound for the runway. Then, using the DF equipment, controllers guided the plane right down the groove to the runway's threshold. Visibility was only five-sixteenths of a mile when the single engine Cessna touched down for a safe landing. During the month of January, 199 flight assists were reported--74 by flight service stations, 83 by towers and 42 by centers. There were 322 people reported on board the aircraft involved. A total of 111 pilots were assisted by the use of radar, 60 with DF equipment, 43 with very high frequency Omni Range (VOR) orientation and 31 by use of geographical references. Primary causes for the assists included 112 lost pilots, 52 with some type of equipment malfunction, 46 involved in adverse weather and 23 low on fuel.

ICAO SEEKING APPLICANTS . . . The following assignment is now available with the International Civil Aviation Organization (ICAO). PC-41/75 Language Officer (Translator), P-2, GROSS: \$15,750 per annum and NET (free of tax): \$12,025 per annum. LANGUAGE REQUIREMENT: Spanish native tongue or the language used for the purpose of education. Ability to write Spanish translations with a sound knowledge of syntax and stylistics is essential. A sound knowledge of French or Russian would be a valuable additional qualification. Applications due in AIA-29 by March 26, 1976. Additional information about duties, salary, qualifications and benefits is available at your personnel management office. Federal employees accepting ICAO assignments are entitled to restoration rights.

LIST OF REPORTS PUBLISHED . . . A list of 172 scientific and technical reports available to the public was released last week by the agency. The reports cover aircraft, airports, air traffic control, aviation medicine, communications, environmental quality, frequency management, microwave landing, navigation, weather and miscellaneous subjects. The list covers the period from July through December 1975 and updates an earlier list released on July 23, 1975. Copies of the individual reports may be ordered from the National Technical Information Service, 5285 Port Royal Road, Springfield, Va. 22161. Orders should include the publication "AD" number, title and check or money order. Copies of the complete list are available to FAA employees from APA-330, FAA, 800 Independence Ave., S.W., Washington, D.C. 20591.



February 18, 1976

HATCH ACT UNCHANGED . . . There has been much said and written about proposals to revise the "Hatch Act" in recent months, but everyone should be aware that there has been no change.

The Hatch Act, passed in 1939, provides in general that Federal employees cannot render political service — that is, take an active part in political management or in political campaigns, even if they are willing to do so.

Basically, this law has the effect of insulating the Federal employee against the influence of political considerations that might damage his job tenure. It is a protection against political reprisals -- which were the order of the day under the spoils system -- because it eliminates the grounds for such reprisals.



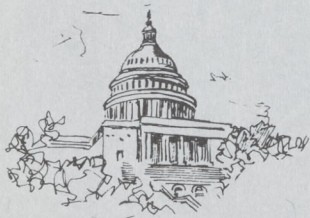
A brochure on the Political Activity of Federal Employees is available from the Labor Relations Branch, AAC-16. There will be an article in a forthcoming edition of Wiretap which will give more details concerning this statute.

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

- ___ Gaslight Dinner Theater - "Cat on a Hot Tin Roof"
February 10 through March 7. Price \$7.75
- ___ American Bowling Congress 1976 Championships advance tickets.
Price \$1.00. Tickets available until March 5.
- ___ Oklahoma City Blazers vs. Ft. Worth, February 20. Tickets
are available until 1:00 p.m. Thursday, February 19.
- ___ India Temple's Bicentennial Shrine Circus, March 25-28.

Also available at the EA Office:

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA DEPOT</u>		
76-60	Painter Leader, WI-4102-9	AAC-440	JE-4102
76-61	Supervisory Electronics Engineer, GS-855-13	AAC-440	855
76-62	Sheet Metal Mechanic, WG-3806-11	AAC-440	JE-3801
76-63	Quality Assurance Specialist, GS-1910-11	AAC-450	1910
	Must have experience in data communications and electrical components.		
	<u>FAA ACADEMY</u>		
76-33	Supervisory Aviation Safety Inspector (Airworthiness-Instruction), GS-1825-14	AAC-955	1825

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.

February 18, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO DEVELOPMENTAL PROGRAM

Area of Consideration: FAA-Wide

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
Electronics Technician (Airborne), GS-856-5, 7 or 9 TARGET POSITION: GS-11			856
FINFO-76-2	(Atlantic City, New Jersey)	ACY FIFO	
FINFO-76-3	(Atlanta, Georgia)	ATL FIFO	
FINFO-76-4	(Battle Creek, Michigan)	BTL FIFO	
FINFO-76-5	(Oklahoma City, Oklahoma)	OKC FIFO	
FINFO-76-6	(Seattle, Washington)	SEA FIFO	
Airspace System Inspection Pilot (Procedures Specialist) GS-2181-7, 9 or 11 TARGET POSITION: GS-12			2181
FINFO-76-7	(Atlantic City, New Jersey)	ACY FIFO	
FINFO-76-8	(Atlanta, Georgia)	ATL FIFO	
FINFO-76-9	(Los Angeles, California)	LAX FIFO	
FINFO-76-10	(Minneapolis, Minnesota)	MSP FIFO	
FINFO-76-11	(Oklahoma City, Oklahoma)	OKC FIFO	
Airspace System Inspection Pilot (Crew Member) GS-2181-7, 9 or 11 TARGET POSITION: GS-12			2181
FINFO-76-12	(Atlantic City, New Jersey)	ACY FIFO	
FINFO-76-13	(Atlanta, Georgia)	ATL FIFO	
FINFO-76-14	(Battle Creek, Michigan)	BTL FIFO	
FINFO-76-15	(Los Angeles, California)	LAX FIFO	
FINFO-76-16	(Minneapolis, Minnesota)	MSP FIFO	
FINFO-76-17	(Oklahoma City, Oklahoma)	OKC FIFO	
Electronics Technician (Avionics Maintenance) GS-856-5, 7, or 9 TARGET POSITION: GS-11			856
FINFO-76-18	(Atlanta, Georgia)	ATL FIFO	
FINFO-76-19	(Battle Creek, Michigan)	BTL FIFO	
FINFO-76-20	(Los Angeles, California)	LAX FIFO	
FINFO-76-21	(Minneapolis, Minnesota)	MSP FIFO	
FINFO-76-22	(Seattle, Washington)	SEA FIFO	
Aircraft Mechanic WG-8852-5, 8 or 10 TARGET POSITION: WG-11			WG-8852
FINFO-76-23	(Atlanta, Georgia)	ATL FIFO	
FINFO-76-24	(Battle Creek, Michigan)	BTL FIFO	
FINFO-76-25	(Los Angeles, California)	LAX FIFO	
FINFO-76-26	(Minneapolis, Minnesota)	MSP FIFO	
FINFO-76-27	(Seattle, Washington)	SEA FIFO	



AERO CENTER intercom

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

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February 25, 1976

PROGRAM SPARKS OVER 2,000 IMPROVEMENTS

CERTIFICATION = HAPPY LANDINGS

FAA's airport certification program has sparked more than 2,000 improvements at some 900 public airports around the country, many of which corrected conditions that might have contributed to accidents if no action had been taken. Included in the total was the purchase of 406 crash/fire/rescue (CFR) vehicles, involving more than \$25 million in Airport Development Aid Program funds. Other projects undertaken in connection with the certification program were 320 runways repaired and overlaid, 325 runways with improved markings, 209 airports with better lighting, 376 airports with improved safety zones and obstructions removed and 316 airports with new fencing. In addition, 319 airports upgraded their two-way ground radio communications with CFR vehicles, and 146 new buildings were constructed to house this equipment. The airport certification program was authorized by the Airport and Airways Development Act of 1970 and applies to all airport facilities served by CAB-certificated air carriers.

HERE TODAY, THERE TOMORROW

The Washington Flight Service Station has changed its location but not its name or service. After 55 years of serving pilots in the Washington area, the FSS moved on February 21 to a new home in Leesburg, Va. where it is collocated with the Washington Air Route Traffic Control Center. Purpose of the move is to demonstrate the feasibility of collocating flight service stations with centers and eventually consolidating several stations into a large "hub" facility. (Continued on page 2)

NEW REGION DIRECTOR

The new director of the Pacific-Asia Region is Robert O. Ziegler, formerly Deputy Director of the Great Lakes Region. Ziegler began working for the agency as a GS-5 controller at Midway Tower in 1946. By 1953 he had worked his way up to chief of the facility. Other high-level positions held by new Regional Director included Minneapolis Area Manager, 1967-71, and chief of the AT Division, in the Central Region, 1965-67.

DEPUTY DIRECTOR NAMED

Louis J. Cardinali, Jr., has been appointed Deputy Director of the Eastern Region. Before stepping up to this position, he was chief of the Airports Division in that region. Before that he was the Appraisal Officer in the Office of the Eastern Regional Director. Cardinali joined the agency in 1950 in the Eastern Region Airways Facilities Division.

FSS MOVE (Continued from page 1) . . . FAA recently awarded a \$2 million contract to E-Systems for an AWANS (Aviation Weather and Notice to Airmen System) installation at the new Washington FSS and it will be operational early next year. Until AWANS is ready, the agency will use a less sophisticated semi-automated display system which will give the FSS specialist all the latest aeronautical and weather information via modernized cathode-ray-tube displays. For pilots flying in and out of Washington National, there will be direct phone lines to the station from the airport.

CONCORDE, YES? NO? . . . The agency will hold a public hearing April 5 in Washington, D.C., on the Environmental Protection Agency's proposed new noise requirements affecting supersonic transports. If adopted, the proposal would have the effect of banning most, if not all, of the supersonic Concorde from operating into U.S. airports. The EPA proposal would require all supersonic aircraft which had not logged any flight time prior to December 31, 1974, to meet the noise standards of Part 36 of the Federal Aviation Regulations. These standards, which apply to all newly-produced subsonic jets, are from five to 12.5 effective perceived noise decibels (EPNdBs) below the Concorde noise levels. EPA's action amends an earlier proposal to FAA which would have exempted the 16 Concorde already committed to production from the Part 36 standards. The new proposal would affect all but four Concorde--none of which is currently scheduled for commercial service.

ICAO SEEKING APPLICANTS . . . Top-level post at Headquarters MONTREAL - Director, Air Transport Bureau, PC-42/75 3 years. Salary range: Gross: U.S. \$34,270 - \$45,690 per annum and Net (free of tax): U.S. \$28,235 - \$29,445 per annum. Qualifications required: Advanced university degree in economics or equivalent academic qualifications, preferably with specialization in the economics of transport. Extensive high-level experience in an executive and policy-formulation capacity in the air transport field of civil aviation is essential. Responsible experience in the planning and direction of economic work programs and in high-level negotiations with government authorities desirable. Applications due in AIA-29 by June 7, 1976. Additional information about duties, qualifications, salary and benefits is available at your personnel management office. Federal employees accepting ICAO assignments are entitled to restoration rights.

RAINDROPS WON'T BE FALLING ON YOUR HEADS . . . A \$361,150 contract for 79 Remote Readout Hygrothermometers will permit FAA personnel making weather observations to tell if its likely to rain without running the risk of getting caught in it. The hygrothermometers measure the likelihood of rain by comparing the temperature within a bulb of completely dry air with the temperature of the moisture-laden air around it. When the two temperatures get within three degrees, rain is likely. Existing hygrothermometers do this now, but the FAA employees have to go outside to read them. The new ones, which will be made by the Airflo Instrument Company of Glastonbury, Conn., will relay the temperature readings to inside monitors where they can be read in indoors comfort.

CSC BEGINS NEW AIR TRAFFIC CLASSIFICATION AND QUALIFICATION STUDY

Following a meeting with FAA and OST representatives, Raymond Jacobson, Executive Director of the U.S. Civil Service Commission, announced the beginning of a review of the classification and qualification standards for Air Traffic Control positions, GS-2152. Jacobson indicated this is one of the Commission's highest priority projects. The target date for completion of the classification standard for the terminal and center options is October 1976 and March 1977 for the station option.

This is a particularly positive step for the Agency and the air traffic work force since hopefully it will solve the multiple classification problems that have occurred in air traffic over the last few years exemplified by appeals and lawsuits on the intent of both the Civil Service Commission classification standard and the FAA guide. The issues that were raised were symptomatic of deep and sincerely held differences of opinion on the meaning and intent of the current Civil Service Commission standards and contributed considerably to concern at all levels of the Agency.

The two joint classification studies, one with PATCO and one with NAATS resulting from 1973 national labor agreements, were two genuine efforts by the parties concerned to solve the problems of the existing standards and guides. Extensive and useful results came out of these efforts. Unfortunately, the problems and solutions identified by these two studies went beyond the FAA or the Department's authority. The Civil Service Commission, by law, has the exclusive authority to deal with the changes that were required.

FAA, the Office of the Secretary and the Civil Service Commission are committed to find expeditious solutions to the complex issues involved in the job classification structure for Air Traffic Control positions. Both FAA and its union organizations have been assured they will have the opportunity to review, comment and react to the Civil Service Commission new standards as they are developed.

The Commission's appointed project leader has already contacted the FAA and employee organizations for suggested facilities to be visited during the field fact finding effort. Various facilities in the Washington and Harrisburg, Pa. areas have been visited to begin the familiarization process with the air traffic occupation. As soon as the Commission representative firms up his plans as to the facilities that will be visited, they will be promptly notified.

THE BEST IDEA OF THE YEAR . . . The Suggestor of the Year Award for 1975 has been awarded to John S. Nigro of System Research and Development Service. Nigro's "better idea" has been picked up by the Department of Interior, the Department of Housing and Urban Development as well as by the Department of Transportation, and it is being considered by the Department of Defense. The suggestion outlines a way to have uniform interagency U.S. Government standards for scientific and technical reports. In the Departments of Transportation and Interior, where the suggestion has been put into effect, tangible and intangible benefits of more than \$330,000 have been realized during the first year of use. Nigro has received \$2,230 for the suggestion.



Don K. Beauford was the Aeronautical Center's candidate for the Suggestor of the Year Award. Beauford is employed in the Engineering and Production Branch of the FAA Depot. He received \$545 for his suggestions adopted in FY-75.

SUPERVISOR POSITIONS STUDIED . . . A team to study various management structures has been formed by the Office of Management Systems. The team will have representatives from the Airports Service, Air Traffic Service, Airway Facilities Service, Office of Budget and the Office of Personnel and Training. The team will review the impact of prescribing standard organizational structure and position guides for field facilities. The study will also determine if agency policy in organizing and performing work is actually applied in the regions and the field, and it will investigate the adequacy of this policy and other guidance from Headquarters for establishing supervisory, deputy and assistant positions. It will be concerned with manager/supervisor responsibilities and not with grade classification. Team members are currently visiting managers and supervisors in regional and field offices.

CHANGE IN SAVINGS BONDS REDEMPTION . . . Regulations of the United States Treasury Department provide that Series E savings bonds may be redeemed at any time following two months from the date of issue. In hardship cases, the Oklahoma City Branch, Federal Reserve Bank of Kansas City, has waived this provision and has redeemed bonds before the minimum two-month waiting period has expired. Effective April 1, 1976, the Federal Reserve Bank will no longer redeem savings bonds that have not been held for the minimum period of two months because of unnecessary cost to the taxpayer.



MINORITIES GAIN IN FEDERAL EMPLOYMENT . . . Minority employment in full-time Federal jobs increased by 11,716 during the 12-month period ending November 30, 1974, according to a report by the U.S. Civil Service Commission. The minority gains accounted for 25.7 percent of the net increase of 45,544 Federal jobs between November 1973 and November 1974.

Overall, minorities comprised 21 percent (511,151) of the full-time Federal civilian work force of 2,432,314 surveyed as of November 30, 1974. The Commission report showed numerical increases for each of the four minority groups included in the survey, with Blacks holding 389,357, or 16 percent of all full-time Federal jobs in November 1974 (up 5,658 jobs over the 1973 figure); Spanish Surnamed Americans, 79,546 or 3.3 percent (up 3,195); American Indians, 20,682 or .9 percent (up 1,937); and Oriental Americans, 21,566 or .9 percent (up 926).



Minority representation increased in the middle and upper grade groupings of the "white-collar" General Schedule and similar pay plans, with the largest percentage increases showing at top levels. At the GS-14 through 15 grade levels, for example, minorities represented 5.3 percent of total employment at those levels. At the GS-16 through 18 grade levels, minority representation also increased by 0.4 percentage points.



The number and percentage of leader and supervisory positions under "blue-collar" wage systems held by minorities also increased. In 1974, for example, minorities held 267 positions paying \$30,000 per annum or more under other pay systems (which include executive levels, Foreign Service and other pay plans), and accounted for 4.4 percent of total employment at these salary levels, up from 3.9 percent in 1973.

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

- Gaslight Dinner Theater - "Cat on a Hot Tin Roof" - \$7.75 ea.
- American Bowling Congress 1976, Championships advance tickets Price \$1.00. Tickets available until March 5.
- Oklahoma City Blazers vs. Salt Lake City, February 28. Tickets are available until Friday, February 27.
- India Temple's Bicentennial Shrine Circus, March 25-28.

Also available at the EA Office:

- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- Duplicating machine - 10¢ per copy -

February 25, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: March 3, 1976

For promotion consideration submit AC Form 3330-12. For reassignment or change to lower grade, submit AC Form 3330-57. For positions advertised with promotion potential, submit AC Form 3330-12.

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, Section 3302 and 3361. Each specific form must be submitted in order for you to be considered for promotion to the position being advertised. Your servicing personnel office will be able to provide information on specific Privacy Act requirements.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
76-65	<u>ADMINISTRATIVE SERVICES DIVISION</u> Supply Clerk, GS-2005-4	AAG-45	2005
76-66	<u>PLANT ENGINEERING DIVISION</u> Electrician, WG-2805-10	AAG-55	JE-2805
76-67	<u>CIVIL AEROMEDICAL INSTITUTE</u> Psychology Technician, GS-181-5	AAG-110	181
76-68	<u>FAA DEPOT</u> Electrical Equipment Repairer, WG-2854-10 Promotion potential to WG-11 without further competition.	AAG-440	JE-2854

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Armando Sanchez	Aviation Safety Insp (Ops-Instr)	AAC-950	75-415
Raymon Castro	"	"	75-421
Loren W Farnsworth	"	"	"
Bradley Pearson	"	"	"
Alfred M. Adams	"	"	"
George Torres	Supvsy Electronics Tech	AAC-830	75-445
Gail Case	Supply Clerk	AAC-480	75-483
Patsy Jones	"	"	"
A. D. McNeill	Aircraft Mechanic Leader	AAC-830	75-489
Troy Clark	"	"	"
Ralph Hickman	"	"	"

SELECTION LIST (cont'd)

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Lucile Duttweiler	Data Systems Specialist	AAC-260	75-496
Raymond Arnold	Electronics Technician	AAC-440	75-497
Gloria Ward	Accounting Technician	AAC-22	75-501
Donna Pennington	Clerk-Typist	AAC-941	75-503
Donna Shay	"	"	"
Norma D. L. Janko	Cold Type Composing Machine Opr.	AAC-1000	75-504
Patricia Savage	Purchasing Agent	AAC-70	75-505
Kenneth Roberts	"	"	"
Eugenia Fletcher	"	"	"
Cynthia Sabouri	Program Assistant (Typing)	AAC-210	75-506
Donna Rone	Secretary (Stenography)	AAC-210	75-507
Patricia Butts	Clerk-Typist	AAC-480	75-508
Carol Jennings	Clerk-Stenographer	AAC-800	75-509
Roberta Blair	Supply Clerk	AAC-44	75-513
Glenda Clark	Bindery Worker	AAC-45	75-514
Terri Crouch	Supply Clerk (Typing)	AAC-490	75-515
Jone Eckerd	Inventory Management Specialist	AAC-480	75-516
Glenda Bass	"	"	"
Alice Jones	Clerk	AAC-440	75-517
Neil Wilson	Supvsy. General Engineer	AAC-440	75-521
Jack DeLisle	Supply Cataloger	AAC-490	75-522
Judy Richey	Classification Clerk (Steno)	AAC-15	75-529
Pat McCoy	Secretary (Stenography)	AAC-300	75-533
Sara Sprinkle	Secretary (Stenography)	AAC-2	75-535
Richard Thompson	Clerk	AAC-260	75-536
Mary Means	Data Conversion Supervisor	AAC-340	75-524
Teresa Hudson	Secretary (Stenography)	AAC-250	76-1
Berene Holland	Cashier and Scheduling Clerk	AAC-23	76-2
Reba Gibson	Supervisory Applications Examiner	AAC-260	76-4
Rena Driscoll	Freight Rate Assistant	AAC-430	76-6
Andrea Lee	Procurement Clerk (Typing)	AAC-70	76-15



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

76-9

March 3, 1976

ATC ERROR CITED IN NEAR MID-AIR

The National Transportation Safety Board ruled last week that the probable cause of the near mid-air collision between an American Airlines DC-10 and a TWA L-1011 last November 26 was the "failure of the radar controller to apply prescribed separation criteria when he first became aware of a potential traffic conflict." NTSB also said that the controller had "allowed secondary duties to interfere with the timely detection of the impending traffic conflict when it was displayed clearly on his radar scope." The board further criticized an incomplete sector briefing during the change of controller personnel--about one minute before the accident. In enumerating the lessons to be learned from this system error, the Safety Board said it was "concerned that the human failure in this case may actually have been brought about by the advantages of the new alphanumeric, computer-generated radar display." It noted that "the availability of real-time altitude data undoubtedly induced the controller to rely on his own monitoring of the traffic situation as it developed, rather than on established procedures and practices, which would have assured positive separation." Summing up, the board said, "This accident shows that automation may lead to complacency, because it reduces the degree (Continued on page 3)

CONTROLLERS CLEARED IN FATAL CRASH

The actions of FAA controllers on duty at the time of a Delta Airlines crash at Boston in 1973 in no way caused or contributed to the accident that killed 89 people, the U.S. District Court for the District of Massachusetts ruled last week. The court concluded that the sole cause of the crash was pilot error--that is, negligence on the part of the cockpit crew. The DC-9 jet, which had taken off from Manchester, N.H., struck a seawall approximately 4,000 feet short of the runway during a landing attempt at Boston Logan. It was the worst disaster in the airport's history.

ATC SI, ACAS NO, BCAS MAYBE

FAA has reaffirmed its position that an upgraded ground-based air traffic control system offers the best means for preventing mid-air and near mid-air collisions. In a letter to Senator Howard Cannon, Chairman of the Senate Subcommittee on Aviation, Administrator McLucas said the agency had completed its evaluation of available airborne collision avoidance systems (ACAS) and concluded that "the desired increase in separation assurance protection can best be achieved by alternatives other than ACAS." He noted that the agency was concerned by the false alarm rate of ACAS units and the questionable compatibility of this equipment with (Continued on page 2)

ATC SI (Continued from page 1) the current air traffic control system. However, the Administrator pointed out that the agency was proceeding with initial development and testing of a Beacon Collision Avoidance System (BCAS) which listens in on the transponder replies of other aircraft and then computes the collision hazard. Dr. McLucas said BCAS could serve as a backup to the primary ATC system.



FINAL SABRELINER ROLLED OUT

The 15th and final flight-inspection Sabreliner ordered from Rockwell International was delivered last week at the FAA Hangar at Los Angeles International Airport. Accepting the keys to the plane for FAA was Western Regional Director Robert Stanton. The plane was subsequently flown to the Aeronautical Center in Oklahoma City where the flight-inspection console will be installed. Designated N63, the 400-plus mile-an-hour jet is scheduled to join the agency's flight-inspection fleet next month. The Sabreliners and five Jet Commanders replace the reliable, but slow, DC-3s, which have been carrying the major burden of flight inspection since 1948. Of the 44 "threes" in the fleet in 1968, 24 have now been retired. The rest will be phased out as they come up for periodic major overhauls. All are expected to be out of service by the end of 1976 when the new jets will be operating at full capacity.

UNION ELECTIONS FOR AF

Ballots will be mailed from FAA headquarters to approximately 7,700 eligible Airway Facilities employees at their home addresses for nationwide union elections to be held in March and April. In one election, certain Airway Facilities employees will have a choice of representation by the Federal Aviation Science and Technological Association (FASTA/NAGE) or "no union." At the same time, there will be self-determination elections for employees in eight existing smaller units for representation by FASTA/NAGE in the nationwide unit, for continued representation by the American Federation of Government Employees (AFGE), by the National Federation of Federal Employees (NFFE) (depending on existing recognition) or for "no union." To be counted, all ballots must be returned by April 22, in accordance with instructions. The election will be decided by the majority of those who actually vote. If only a small number of employees vote, they can decide the representation for all. Not included in the election are AF employees in the Washington headquarters: Eastern Region headquarters; NAFEC; the Aeronautical Center; the Alaskan Region; and the Pacific-Asia Region; certain employees at the AF sectors at St. Paul, Farmington, Minneapolis, Aurora, Midway, O'Hare, Denver, Longmont, Tampa, Oakland, McClellan AFB and Oklahoma City; and certain employees at the Albuquerque and Tulsa Maintenance and Engineering Field Offices (MEFO).



AIRCRAFT PURCHASE LOAN GUARANTEED

The agency announced last week that it has guaranteed 90 percent of a \$4.8 million loan to Texas International Airlines for the purchase of two McDonnell-Douglas DC-9-14 jets from Hughes Airwest. The loan is for a 10-year period. Under the Aircraft Loan Guarantee Act, FAA is authorized to extend such guarantees when local-service airlines and small certificated carriers are unable to get conventional loans at reasonable interest rates. FAA has backed 28 such loans, totaling \$106.9 million, since the Aircraft Loan Guarantee Act was passed in 1957. Originally, there was a limit of \$10 million in guaranteed loans to any one airline, but this was raised to \$30 million by a 1972 amendment to the act.

FORMS ARE AT THE DEPOT

FAA's supply of forms used in connection with employee-related benefits--life insurance, health benefits, retirement and injury compensation--are stocked at the FAA Depot, Aeronautical Center, Oklahoma City. The Employee Benefits Handbook, 3800.5E, Chapter 1, paragraph 5, contains information about how to order forms. At the end of each chapter is a list of pertinent forms relating to each benefit. Requests sent directly to the Civil Service Commission are returned unfilled to FAA Headquarters for proper disposition. Therefore, if you want your request handled quickly, please send it directly to the FAA Depot.

HEARINGS ON 'COPTER OPS

The agency will hold public hearings next month in Washington, D.C., and Seattle, Wash., on proposed rule changes governing the carriage of external loads by helicopters. The hearings concern an FAA Notice of Proposed Rule Making that would permit helicopters certificated in the

restricted category to carry external loads on a commercial basis, provided they meet the specified safety requirements. Currently, only helicopters with a standard airworthiness certificate may carry external loads for compensation or hire. Restricted category helicopters currently are limited to special purpose operations, such as aerial application work and pipeline patrol.



ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - 2 years PC-1/76 Statistical Officer, P-4, Gross: \$24,220, per annum and Net (free of tax): \$17,532 per annum. PC-2/76 Cartographer P-2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. Applications due in AIA-29 by April 16, 1976. Additional information about salary, duties, qualifications and benefits is available at your Personnel Management office. Federal employees accepting ICAO assignments are entitled to restoration rights.

ERROR CITED (Continued from page 1) of controller interaction with the flight crew and de-emphasizes the cooperative aspects of the air traffic system." Associate Administrator for Air Traffic and Airway Facilities, William M. Flener said the NTSB observations will be made available to all controllers and the board's suggestions incorporated into controller training.

March 3, 1976

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CENTER CHIEF TO TRAINING BOSS . . . The recent chief of the Honolulu Air Route Traffic Control Center, James I. Lucas, has been named Superintendent of the Agency's Management Training School in Lawton, Okla. Lucas joined the agency in 1957 as an assistant controller at the Boston ARTCC. After stints in Washington and at the Aeronautical Center, he returned to Boston and was subsequently named assistant chief. Before assuming the job as chief of the Honolulu Center, he was deputy chief. Lucas served as an air traffic controller in the Air Force before joining the agency.

PROMOTION PLAN BRIEFING . . . Briefings will be held for all supervisors on Thursday, March 4, 1976, at 3 p.m., and Friday, March 5, 1976, at 8 a.m., in the Headquarters Auditorium, on the revised Aeronautical Center Merit Promotion Plan (ACMPP).

Division/Staff Chiefs are expected to attend and are responsible for scheduling their supervisors for the sessions. After attending the session, the supervisors will brief their employees by March 10, 1976. A briefing package will be furnished for their use at these briefings.

Division/Staff Chiefs will advise the Director's Office when all employees have been briefed. The procedures of the revised order will apply to positions advertised in the INTERCOM dated March 10, 1976.

REVISED AERONAUTICAL CENTER MERIT PROMOTION PLAN . . . The revised Aeronautical Center Merit Promotion Plan (ACMPP), which will be in effect for positions announced in the INTERCOM dated March 10, 1976, will require the use of new or revised forms by employees who are interested in making application. The following forms should be ordered immediately through normal supply channels from the FAA Depot:

<u>Form Number</u>	<u>Title</u>	<u>Nat'l Stock No.</u>	<u>U/I</u>
AC Form 3330-12	Promotion Plan Application	0052-00-566-1000	PD
AC Form 3330-59	Promotion Plan Profile	0052-00-574-3000	SH
AC Form 3330-60	Appraisal of Supervisory Potential	0052-00-574-5000	SH

AC Form 3330-60 is required only for nonsupervisors applying on supervisory positions.

March 3, 1976

COMING EVENTS . . .

- March 4, 1976 =AAC=14 Merit Promotion Plan briefing for all supervisors, Hdq. Auditorium, 2:30 - 4:30 p.m.
- March 5, 1976 =AAC=14 Merit Promotion Plan briefing for all supervisors, Hdq. Auditorium, 8:00 - 10:30 a.m.
- March 10, 1976 =AAC=943 supply lecture, ARB Room 206C, 8:30 a.m.

EMPLOYEE AWARDS . . . Congratulations to the following people who were presented awards in the Director's staff meeting on March 2:

- Burton St. John, Jr., AAC-931 - Quality Increase Award
- Roger E. Hinson, AAC-930 - Quality Increase Award
- Peter A. Strange, AAC-930 - Special Achievement Award
- Bernard Whitford, AAC-74A - Special Achievement Award
- Keith Pitts, AAC=119 - Outstanding Performance

MISSING TRAYS . . . Two trays of "B-727 Audo Pilot" slides are missing from Room 123, Systems Training Building. These slides are desperately needed for class presentation. If anyone has knowledge of these slides, please contact Manning Poston, X2434.



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

- Gaslight Dinner Theater - "Cat on a Hot Tin Roof" = Last day is March 7. Coming March 9: "The Last of the Red Hot Lovers" - Price \$7.75
- American Bowling Congress 1976, Championships = Advance tickets = Price \$1.00. Tickets available until Friday, March 5
- Oklahoma City Blazers vs. Ft. Worth, March 6 at the Myriad. Tickets available until Friday, March 5.
- India Temple's Bicentennial Shrine Circus, March 25=28.

Also available at the EA Office:

- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- FAA business cards - 250 for \$6.50, 1000 for \$9.00
- Duplicating machine - 10¢ per copy

March 3, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: March 10, 1976

For promotion consideration submit AC Form 3330-12. For reassignment or change to lower grade, submit AC Form 3330-57. For positions advertised with promotion potential, submit AC Form 3330-12.

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, Section 3302 and 3361. Each specific form must be submitted in order for you to be considered for promotion to the position being advertised. Your servicing personnel office will be able to provide information on specific Privacy Act requirements.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-69	Biologist, GS-401-7	AAC-110	401
	Must have at least one year of professional experience as a Biologist or one full year of graduate education.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-70	Data Transcriber, GS-356-4	AAC-203	356
76-71	Clerk, GS-301-4	AAC-260	300-B
76-72	Applications Examiner, GS-963-5	AAC-260	963
	Promotion potential to GS-7 without further competition.		
	<u>AIRCRAFT SERVICES BASE</u>		
76-73	Equipment Specialist (Aircraft), GS-1670-7	AAC-830	1670
76-74	Aircraft Mechanic, WG-8852-8	AAC-830	JE-8852
	Has promotion potential to WG-11.		
76-75	Aircraft Mechanic Helper, WG-8852-5	AAC-830	JE-0001
	Has promotion potential to WG-11.		
76-76	Electronics Technician, GS-856-5	AAC-830	856
	Has promotion potential to GS-11. Subject to shift work.		
76-77	Electronics Technician, GS-856-5	AAC-830	856
	Has promotion potential to GS-9.		
76-78	Electronics Technician, GS-856-7	AAC-830	856
	Has promotion potential to GS-9.		

March 3, 1976

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PROMOTION PLAN ANNOUNCEMENT (Continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY</u>		
76-32	AMENDMENT/Supervisory Aviation Safety Inspector (Manufacturing-Instruction), GS-1825-14	AAC-955	1825

This amends announcement AAC-76-32 to include the above option. 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.

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Roger Curren	Equipment Specialist (Elec)	AAC-820	75-488
Robert Burn	Supvsy. Audio-Visual Spec.	AAC-40	75-492
Albert Mallory	Production Controller	AAC-850	75-512
Myron Hale	Electronics Technician	AAC-830	75-518
David Graves	"	"	"
Roger Pratt	"	"	"
Gary Armfield	"	"	"
Robert Miller	"	"	"
Eldon Johnson	Supvsy. Electronics Tech.	AAC-830	75-530
Glen Ferrin	Quality Assurance Spec.	AAC-820	76-21



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

Service to man in flight

March 12, 1976

SPECIAL INTERCOM

CCTV SECURITY SYSTEM TO BE IN OPERATION MARCH 15

A network of Closed Circuit Television has been installed at the Aeronautical Center and operation is scheduled to begin March 15. The CCTV system 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. Business will be conducted as usual during normal working hours.

CCTV cameras are located on the outside of the designated special entry door of each of the following major buildings: FAA Academy, ANF #1, ANF #2, Air Traffic, Aviation Records, CAMI, System Training, Flight Standards, Flight Inspection Building, Multi-Purpose Building, and the two special entry doors of the Depot warehouse.

Persons who have a need to enter any of the buildings listed above during non-normal duty hours are required to display their I.D. card in front of the camera nearest the special entry door and be identified by the security officer on duty in the Headquarters Building. The officer will unlock the door by activating an electric switch.

A two-way intercom system is provided for voice communication with the security officer. To notify the officer, push the button marked "PRESS TO CALL" which is located near the special entry door. When the button is pushed to the "PRIVACY" position, the security officer is unable to hear anything said by persons at the doors.

The security officer shall observe the special entry doors by means of television monitors located in the Security Control Center in the Headquarters Building. There are two CCTV cameras located at each door. One camera is for a wide angle view, and the other is for a close-up view of I.D. cards. The system also provides for the video taping of unusual acts or incidents which may occur, as well as the capability for play back observance at a later time.

March 12, 1976

CCTV cameras have been installed at Gate 13 on the flight line. Persons are required to present I.D. cards on camera and to identify themselves before being permitted to enter. Entry to the flight line is controlled by the Duty Officer in Hangar 9 from 4:30 p.m. to midnight on weekdays, and 8:00 a.m. to midnight on weekends and holidays. Persons desiring to enter the flight line at other times during non-normal duty hours shall contact the Security Office. A two-way communication system is also installed at Gate 13 and instructions for entry may be obtained by pushing the button located near the gate. The Duty Officer will open the gate by activating an electrical switch after proper identification has been presented.

A CCTV camera is located near the entrance to the computer room in the Multi-Purpose Building and activity is observed by the security officer by means of a TV monitor located in the Security Control Center. Persons must present their I.D. cards at the security window adjacent to the computer room entry door before access to the computer complex may be authorized.

CCTV cameras are also located at twelve selected locations inside the Depot Warehouse. TV monitors in the Security Control Point shall be observed for the sole purpose of identifying unauthorized persons, and detecting unauthorized activity or incidents which may occur in the Warehouse.

Major buildings at the Aeronautical Center have a door marked "SPECIAL ENTRY" for entry or exit from the building during non-normal duty hours. Persons are not permitted to open any door to major buildings during non-normal duty hours except a designated special entry door. The purpose of this requirement is to provide more efficient security access control by the security officer since all doors of each building are equipped with automatic detection alarm devices.

Effective March 15, 1976, employees shall turn in all "A" series entry door keys for major CCTV controlled buildings to AAC-90. The keys will no longer be needed since the CCTV equipped doors will be electrically controlled by the security officer.

The Plant Protection Handbook, AC 1600.21B, will be revised to include new procedures for giving 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.



AERO CENTER Intercom

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

76-10

March 10, 1976

THREE MOVE UP TO TOP JOBS

Three FAA career executives recently stepped up to top agency jobs. Brooks C. Goldman has been appointed Director of the Office of the Office of Management Systems; Glen D. Tigner, Deputy Director of Air Traffic Service; and George R. LaCaille, Deputy Director of the Southern Region. Goldman was Technical Advisor to the Office of Systems Engineering Management before assuming his present position. He joined the agency as an electrical engineer in 1958. Tigner moved to Washington in 1973 as chief ATC Operations and Procedures Division. He came to the agency in 1952 as an air traffic controller in the Eastern Region. LaCaille, an FAA Meritorious Service Award winner in 1969, joined the agency as an airway operations specialist at the Guam International Flight Service Station in 1951. He was Deputy Regional Director of the Central Region before being posted to the Southern Region.

FUTURISTIC SYSTEM TO HANDLE FUTURE TRAFFIC

NEW ATC SYSTEM ON THE WAY

A contract for the development of an advanced new air traffic control radar beacon system that will improve the accuracy and reliability of aircraft surveillance and provide automatic data-link communications between pilot and controllers has been awarded to Texas Instruments, Inc., of Dallas, Tex. The new system, known as the Discrete Address Beacon System (DABS), is a key element in the agency's plan for the evolutionary upgrading of the automated ATC system. The upgraded system is being developed to handle aircraft traffic expected in the 1980s and beyond. Three ground and 30 airborne units will be provided under the contract. The ground sensors will be used at NAFEC, Philadelphia International and at Elwood, N.J., radars for a two-year test of the system. DABS is essentially an advanced version of the present air traffic control radar beacon system in which an airborne transponder signals aircraft identity and altitude when triggered by ground interrogators mounted on FAA radar antennas. This information is then processed and displayed directly on the radar scopes used by controllers. The chief advantage of DABS will be its capability to interrogate and receive a transponder reply from a specific aircraft rather than from all aircraft in the zone of coverage. Because of this capability, it also provides a natural vehicle for a data link between aircraft and the ground that can be used for automatic communications.

GREAT FALLS PHASE OUT

Plans for the phase out of the Great Falls (Mont.) Air Route Traffic Control Center were announced last week. As a preliminary step, on March 25, 1976, operations at two sectors will be transferred to the Salt Lake City Center. The remaining two sectors will continue in operation at Great Falls until June 6, 1976, when they will be transferred to the Minneapolis Center. The purpose of the early phaseover of two sectors to Salt Lake City is to provide an orderly transfer of functions and people with the least operational impact and the maximum convenience for the people involved. In 1960-61, the agency developed a system of 20 automated en route centers best located for the major flow of traffic. This resulted in the closing of nine centers, including Great Falls. But the center was kept open to evaluate, with the Air Defense Command Direction Center, the use of digital air situation displays. This evaluation has now been completed.

MARCH FAA WORLD IS COMING

Before the Ides of March come 'round, you'll be reading about "Where Rail and Air Meet" at Washington National Airport . . . "The Ordeal of a Pilot--Courage Brought Him Through," the story of an FAAer who spent eight years in a Vietnamese prison . . . "Take a JET to FLO via SPA" tells what airport identifiers are about . . . Instructors attend a stall-spin clinic to help them in "Stumping for Safety From the Start" . . . And airline pilots and controllers get together to learn about "The Other End of the Mike" . . . You'll also find a "Word Search," follow-up letters on the UFO story (December 1975 issue), Federal Notebook, Faces and Places, Direct Line, Small World and Heads Up.

CSC BEGINS ATCS STUDY

The CSC has just notified FAA and OST representatives of the facilities to be visited during their fact-finding effort for the review of the air traffic controller classification and qualification standards. The CSC is conducting these visits to obtain first-hand occupational information for use in making appropriate revisions to the current standards. During these visits, interviews will be held with chiefs and a representative sample of specialists in the facility to obtain information on the duties, responsibilities and qualifications required of air traffic control specialists. The following facilities, with the dates in parentheses, represent the tentative itinerary of the Commission representative:

Miami ARTCC	(March 15, 1)
Miami Opa Locka Terminal	(March 17)
Atlanta FSS	(March 18)
Ft. Rucker, Alabama--Radar Approach Control Facility	(March 19)
Dothan, Alabama FSS	(March 20)
Springfield, Mo, Terminal	(March 22)
Evansville, Indiana Terminal	(March 23)
Chicago O'Hare Terminal	(March 24, 25)
Youngstown, Ohio Terminal	(March 26)
Hagerstown, Md. Terminal	(April 1)
Denver, Colo. Terminal	(April 5)
Colorado Springs, Colo. Terminal	(April 6)
Albuquerque FSS	(April 7)
Santa Fe CS/T	(April 8)
Los Angeles FSS	(April 9)
Santa Ana (Orange Cty.) Trm.	(April 10)
Los Angeles Intl. Terminal	(April 12, 13)
Salt Lake City ARTCC	(April 14)
Cleveland ARTCC	(April 15, 16)
Ft. Eustis, Va. Terminal	(April 21)
Norfolk, Va. Terminal	(April 22)
Boston ARTCC	(April 26, 27)
Islip, NY Intl. FSS	(April 28)
Islip, NY Terminal	(April 29)
NY Common IFR Room	(May 3, 4)
NY JFK Intl. Terminal	(May 5, 6)

March 10, 1976

FIVE DOWN SAFE

For the first time, the Air Force has awarded the Air Force Communications Service Save Award to an FAA controller. The award for "saving" five USAF planes was presented February 25 to Eugene Traynor of the Oklahoma City Radar Approach Control by Southwest Regional Director Henry L. Newman. The award is usually reserved for USAF controllers only. In its commendation, the Air Force said, "Mr. Traynor was working a radar position when, in rapid succession, five F-105 aircraft landing at Tinker Air Force Base declared emergencies consisting of low fuel, electrical, navigation and communications outages. To further complicate matters, the weather was extremely poor and the airport's precision approach radar was off the air. Carefully assessing the situation, Traynor took each emergency in turn and vectored the plane to a safe landing by using his surveillance radar scope. His professional ability and cool head averted a multiple aircraft disaster. His performance has earned our profound admiration and professional respect."



MORE IN UNIONS

Statistics for the end of December 1975 show that 31,038 FAA employees are now in exclusive bargaining units; this is the first time the figure has gone over the 31,000 mark. Pending units, principally the A nationwide unit, could raise this total to more than 35,000 during 1976.

... BUT VOTE

Three more Presidential primaries take place in March. They are: Florida, March 9; Illinois, March 16; and North Carolina, March 23. While the political activities of Federal employees are governed by the Hatch Act, employees are encouraged to inform themselves of the issues and to register and vote. For more information regarding the Hatch Act, contact the Labor Relations Branch, AAC-16, Ext. 2638.

OPERATIONS CONFAB SUMMARY

For those who want an instant replay of the agency's first Biennial Operations Review Conference, FAA now has a summary available that tells all there is to tell about the week-long meetings. The 525-page free publication includes digests of key conference proceedings, summaries of discussions and copies of certain speeches. A list of conference registrants also is included. The December conference attracted some 700 aviation representatives to consider proposals for updating FAA regulations covering aircraft maintenance, airman certification and air traffic and general operations.

NO MORE SIDE FACING SEATS

Removal of side-facing flight attendant seats from all airline aircraft by May 1, or placarding such seats to prohibit use during landing and takeoff, has been ordered by the agency to provide an increased level of safety in crash situations. FAA said a flight attendant occupying a side-facing seat would likely receive more serious injuries during a severe but survivable accident than passengers in forward facing seats. Moreover, such injuries might hamper a flight attendant's ability to perform emergency duties.

March 10, 1976

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FROM YOUR EMPLOYEES ASSOCIATION . . . This is the time to start thinking about the Spring Dance that your Employees Association sponsors every year about this time.

** SPRING DANCE **

Saturday, March 27

MYRIAD CONVENTION CENTER
GREAT HALL



TIME: 9:00 p.m. until 1:00 a.m.
PRICE: \$4.50 ea

Students and guests are welcome.

No tickets will be sold at the door.

The following tickets are available at the EA Office :

- EA Dance tickets
- Gaslight Dinner Theater - "The Last of the Red Hot Lovers"
March 9 through April 4. Price, \$7.75 ea.
- Oklahoma City Blazers hockey tickets. Friday, March 12.
\$3.60 section only.
- India Temple's Bicentennial Shrine Circus, March 25-28

Also available at the EA Office:

- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- Duplicating machine - 10¢ per copy

Six Flags Over Texas will be opening March 13 and we will have tickets available.



March 10, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: March 17, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
76-79	Employee Development Clerk (Typing), GS-203-5	AAC-17	203
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-80	Bindery Worker, WG-4402-9	AAC-45	JE-4402
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-81	Aircraft Data Systems Specialist, GS-301-9 Specialized experience is designing systems for computer applications and/or aircraft registration and recordation experience.	AAC-250	301-7
	<u>MANAGEMENT TRAINING SCHOOL</u>		
76-82	Supervisory Television Production Specialist, GS-1071-12	AAC-500	1071
	<u>AIRCRAFT SERVICES BASE</u>		
75-526	CANCELLED/Equipment Specialist (Aircraft) GS-1670-12	AAC-820	
	Position filled by reassignment.		
76-7	CANCELLED/Supervisory Quality Assurance Specialist, GS-1910-12	AAC-820	
	Position filled by reassignment.		
75-525	CANCELLED/Quality Assurance Specialist GS-1910-12	AAC-820	
76-83	Quality Assurance Specialist, GS-1910-12 Must have A & P license.	AAC-820	1910
76-84	Aircraft Mechanic Leader, WL-8852-11	AAC-830	JE-8852

March 10, 1976

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PROMOTION PLAN ANNOUNCEMENT (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA ACADEMY</u>		
76-64	Environmental Specialist (Instruction) GS-301-12/13	AAC-960	301-19

A minimum of one year of Federal experience is required within the last six years as an environmentalist, community planner, airport planner in a position dealing with environmental policy making, the preparation and/or review of Environmental Impact Statements and the Environmental Impact Assessment Report. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

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

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Jimmie Savage	Aerospace Engineer	AFS-500	FINFO-75-38
Majorie Welsh	Secretary (Stenography)	LAX FIFO	FINFO-75-42
George Williams	Aircraft Mechanic Foreman	SEA FIFO	FINFO-75-43
Albert E. Anderson	Airspace System Inspection Pilot (Procedures)	MSP FIFO	FINFO-75-47
Thomas Quinlan	"	"	"
John Nesbitt	"	BTL FIFO	FINFO-75-48
Leon Langford	Track Guided Vehicle Safety Specialist	TSI	TSI-75-9
R. L. Tourte	Aviation Safety Inspector (Operations-Instruction)	AAC-950	75-415
Leroy Johnson	"	"	"
John Woods	Electronics Technician	AAC-440	75-497
Melvetta Goff	Supply Clerk (Typing)	AAC-480	75-515
Karen Boyd	"	"	"
Linda Sumter	Clerk	AAC-911	75-520
Ralph Waters	Training Instructor	AAC-932	75-527
Nancy Longnecker	Clerk-Typist	AAC-950	75-528
Karla Stong	Secretary (Stenography)	AAC-911	76-1
Kenneth Cummings	Offset Press Operator, Medium	AAC-45	76-14



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-11

March 17, 1976

service to man in flight

SAFETY SCREENING FOR CHECKED BAGGAGE

FAA will require airlines to begin screening procedures for checked baggage as of April 15, Administrator McLucas announced last Friday. Dr. McLucas said certain guidelines will be used to identify luggage that could contain explosives. Such baggage will be subject to search, and owners may be asked to provide positive identification. No details of the guidelines will be disclosed. The Administrator said the time will take to process checked baggage cannot yet be ascertained, but he said the new system will be quicker than searching all baggage. He said about two percent of checked bags are expected to require "additional treatment." Dr. McLucas said he believes air travelers will understand the need for screening of checked baggage, just as they have accepted the screening of all carry-on bags for the past three years. FAA, he added, will continue development of devices to automatically inspect checked luggage. FAA's action on baggage grows out of the Industry/Government Task Force on airport security--chaired by Dr. McLucas--which was established after a bomb killed 11 people at LaGuardia Airport last December 29. Since the LaGuardia explosion (Continued on page 2)

LOW ALTITUDE ALERT TESTED IN TOWER...

"LOW ALT," LOW ALT" flashes on the radar scope and a buzzer sounds, telling controllers that an airplane is too close to the ground or an obstruction. This is how the Automated Radar Terminal System (ARTS III) Minimum Safe Altitude Warning System (MSAW), being tested this week in the Los Angeles International tower, will work. The "Low Alt" alert appears above the plane's identification on the display, enabling the controller to warn the pilot. In essence, the program works by comparing the tracked aircraft's altitude, course and position with a terrain map which is stored in the computer's memory. In addition, when the plane is on final approach for a landing, the system compares the plane's altitude with the glide slope and warns the controller if the aircraft dips too low. Following Los Angeles, the MSAW is scheduled to be installed at Dulles, Detroit, Oakland and Houston. All are expected to be operational by the end of this year. Afterwards, MSAW will be installed at other ARTS locations.

...AND ENROUTE CENTER

A computer program for Enroute-Minimum Safe Altitude Warning (E-MSAW) is currently being tested in the Albuquerque ARTCC. The system alerts controllers with a blinking signal when a plane is dangerously close to the ground, an obstruction or when a plane is headed toward a potentially hazardous situation.

ACCENT ON SAFETY

Former FAA safety expert and more recently Director of the Bureau of Aviation Safety in the National Transportation Safety Board, Marion F. Roscoe, has joined the agency as Director of the Office of Aviation Safety. Roscoe's appointment and the establishment of the new office were announced last week by Administrator McLucas who said the office would function as an "inspector general" for aviation safety both within and outside of FAA. Roscoe, who held various aviation safety related jobs with FAA from 1947 to 1963, has been with NTSB for the last 13 years.

PORTRAIT UNVEILED

A portrait of former Administrator Alexander P. Butterfield was unveiled by artist Kitty von Kann in the Administrator's reception area last week. Administrator McLucas presided at the ceremony attended by Mr. Butterfield and his family. Other former administrators attending the ceremony were Elwood R. Quesada, William F. McKee and John H. Shaffer. The portrait is now hanging alongside those of all other former administrators.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). DAKAR - 3 years, PC-3/76 Technical Officer, COM, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. MONTREAL - 2 years, PC-4/76 Technical Officer, OPS/AIR, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum; 3 years, PC-5/76 Language Officer (Interpreter/Translator), P-3, Gross: \$19,670 per annum and Net (free of tax):

\$14,585 per annum. Language Requirement: Russian must be native tongue, or the language used for education. Applications due in AIA-29 by April 14, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO positions are entitled to restoration rights.

EEO IS GO OVERSEAS

The President has issued a memorandum to all departments and agencies underscoring the applicability of EEO requirements to all Federal personnel actions, including overseas assignments to foreign countries that have exclusionary policies based on race, color, religion, national origin, sex or age. Any refusals by a host country based on exclusionary policies are to be reported to the Department of State for resolution through diplomatic channels. The Presidential memorandum also asks each department and agency to issue appropriate internal policy guidance and send a copy to the Civil Service Commission. FAA operating elements have been informed of the provisions of the memorandum and asked to review their overseas selection processes to assure that they conform to all EEO requirements.

SAFETY SCREENING

(Continued from page 1)
 sion, FAA explosives security experts have held training sessions for more than 6,000 airport employees at some 150 major airports across the country. Similar sessions will be held at all 500 airports served by the scheduled airlines by June 1.

NEW POSITION CLASSIFICATION SYSTEM

A revised system of classifying positions in the Federal service, termed the "Factor Ranking/Benchmark Classification System," is scheduled for limited implementation by the Civil Service Commission this year. Under the present system, grade levels are assigned by comparing narrative position descriptions with CSC-prepared standards. Under the new plan, descriptions of so-called "benchmark positions" become the standards and jobs will be classified by comparing them to the "benchmarks," using nine factors common to all nonsupervisory positions. The common factors are: knowledge required by the job, supervisory controls required; guidelines required; complexity of job; scope and effect of job; personal contacts; purpose of contacts; physical requirements; and work environment. Each position will be analyzed as to the relative importance of each of the nine factors in that particular position and a numerical value assigned to each factor for classification purposes. Although a few FAA jobs will be covered under the system fairly soon, it is considered that most will not come under the new system for at least 18 months to two years. Watch the INTERCOM for further information on this subject.



COMPUTING RETIREMENT ANNUITIES

Your annual Federal retirement annuity income will be calculated by determining your basic annuity and then making certain adjustments. Your basic annuity is computed on your length of service and "high-three" average pay. Your "high-three" average pay is the highest average basic pay (doesn't include overtime, bonus, awards, holiday pay, etc.) you earned during any 3 consecutive years of service. To estimate your yearly basic annuity, add: (a) 1 1/2 percent of your anticipated "high-three" average pay times service up to 5 years, (b) 1 3/4 percent of the "high-three" pay times years of service over 5 and up to 10 years, (c) 2 percent of the "high-three" pay times years of service over 10. In general, the basic annuity cannot be more than 80 percent of the "high-three" average pay or less than the smallest Social Security "primary insurance amount." The basic annuity will be adjusted downward by a certain percentage if you voluntarily retire before the minimum retirement age. Except for disability, involuntarily discontinued service, and certain exempted occupations, the minimum retirement age is 62 with 5 to 19 years of service, age 60 with 20 to 29 years, and age 55 with 30 years. The basic yearly annuity will be adjusted upward for unused sick leave, and for any additional voluntary employee contributions that may have been made.

March 17, 1976

COMING EVENTS . . .



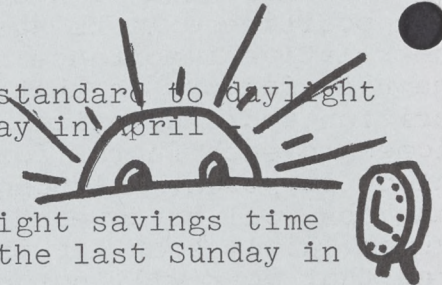
March 19 - Civil Service Commission Area Office is holding a professional development workshop for Federal, State, and local government officials in the Hdq. Auditorium and ARB Rooms 206A, 206C, and 206D.

March 24 - AAC-8 Spring weather briefing for all pilots, Headquarters Auditorium, 1:30 p.m.

March 25 - AAC-8 Spring weather briefing for all pilots, Headquarters Auditorium, 9:30 a.m.

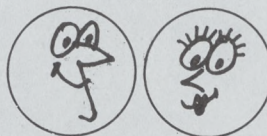
SPECIAL FLIGHT SAFETY MEETING . . . A special Aeronautical Center Flight Safety Meeting devoted to Severe Weather - Thunderstorms and Tornados - is scheduled for 1:30 p.m. Wednesday, March 24 with a repeat session the following day, Thursday, March 25, at 9:30 a.m. The presentation will be made by Mr. Fred Bohnenberger, weather forecaster, and will include movies and other visual aids.

DAYLIGHT SAVINGS TIME . . . The changeover from standard to daylight savings time is scheduled for the last Sunday in April - April 25, 1976.



Legislation that previously authorized daylight savings time on an experimental 8-month basis beginning the last Sunday in February has expired.

EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards during the Director's staff meeting on March 16: James H. Jackson, Jr., AAC-940, who received a Special Achievement Award based on outstanding performance; and Beverly Norman, AAC-136, who received a Quality Step Increase Award.



March 17, 1976

- 5 -

FROM YOUR EMPLOYEES ASSOCIATION . . . It is time to think about the Spring Dance that your Employees Association sponsors every year about this time. We need you all to come and have a good time.

* * SPRING DANCE * *

Saturday - March 27

MYRIAD CONVENTION CENTER

GREAT HALL

TIME: 9:00 p.m. until 1:00 a.m.

PRICE: \$4.50 each

Students and guests are welcome

No tickets will be sold at the door.



* * *

The following tickets are available at the EA Office:

- EA Dance tickets at your EA Office and from your Representative
- Gaslight Dinner Theater - "The Last of the Red Hot Lovers"
Now through April 4. Price \$7.75 ea.
- Oklahoma City Blazers hockey tickets - Blazers vs. Tulsa,
Friday, March 19. Free beer night.
- India Temple's Bicentennial Shrine Circus, March 25-28
- Six Flags Over Texas tickets. Price \$6.50 ea.
- Sell-A-Rama '76, April 6, 1976. Civic Center Music Hall
8:00 p.m. Featuring "George Blanda" pro salesman and
pro quarterback. Price \$5.00 ea.

Also available at the EA Office :

- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- FAA business cards, 250 for \$6.50 and 1000 for \$9.00
- Duplicating machine - 10¢ per copy



March 17, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: March 24, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
76-85	Personnel Staffing Specialist, GS-212-11	AAC-14	200
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-86	Librarian, GS-1410-11	AAC-44	1410
	<u>PROCUREMENT DIVISION</u>		
76-87	Secretary (Stenography), GS-318-6	AAC-70	318
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-88	Correspondence Clerk (Typing), GS-309-4 Specialized experience is aircraft registration.	AAC-250	300-B
	<u>AIRCRAFT SERVICES BASE</u>		
76-89	Production Controller, GS-1152-9	AAC-850	1152
	<u>FAA ACADEMY</u>		
76-90	Education Specialist, GS-1710-7 Promotion potential to GS-11 without further competition.	AAC-930	1710
76-91	Supervisory Clerk, GS-301-6 Incumbent will serve as supervisor of the Registrar Unit.	AAC-911	300-B

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: March 31, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-30	Electronics Technician, GS-856-11	OKC FIFO	856
FINFO-76-31	Airspace System Inspection Pilot, GS-2181-13	AFS-530	2181

POSITION DESCRIPTIONS ARE AVAILABLE FOR EMPLOYEE REVIEW IN ROOM 102, HQ BLDG.



AERO CENTER Intercom

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

March 22, 1976

SPECIAL INTERCOM

PARKING AND TRAFFIC REGULATIONS

This INTERCOM is to serve as a little discussion on fair and orderly parking and traffic flow at the Aeronautical Center. It is designed as a reminder for our employees, students and visitors. A private security guard force -- Wackenhut -- has the responsibility for patrolling and monitoring all of us, but we are the ones who are in the traffic flow and do the parking. (For more background see AC Order 1600.18D and reference letter dated October 16, 1976, subject "Enforcement of parking regulations.")

Vehicle Registration

- DO register your vehicle(s) at the Security window in the lobby of the Headquarters Building.
- DO attach the two decals to the vehicle's bumpers--right front and left rear. In case of lost decals, reregister.
- DON'T destroy old decals. Return to AAC-90 (Hdq. Room 133) when vehicle is disposed of or when you are no longer employed here.

Traffic

- DO observe all traffic signs and directives.
- DO be courteous and alternate upon leaving work. A traditional courtesy, unique to the Center, is this pattern of vehicles alternating "one-at-a-time" to enter the flow of traffic on MacArthur Boulevard.
- DO yield to pedestrians in the crosswalks.
- DON't exceed the 15 miles per hour speed limit on posted streets or the 5 miles per hour speed limit in parking lots.

Pedestrian Traffic

- DO use the crosswalks only when crossing streets.

Parking

- DO use only those parking spaces outlined by clear yellow markings.
- DO use 1-hour spaces when visits to other buildings are required in connection with assigned duties.
- DO park over-sized vehicles (mobile homes, etc.) in outlying areas: fringe areas of the lots west of the service station and west of ARB across Denning Avenue; the SW corner of the lot south of MPB; the south area of CAMI's south lot; the gravel lot north of Hangar 8; and the SE corner of the lot east of the SE corner of the Warehouse.

Parking (cont'd)

DON'T park in spaces marked VISITORS ONLY, RESERVED, GOVERNMENT VEHICLES ONLY, or (Contractor) SERVICE VEHICLES.

DON'T park in fire lanes, by fire plugs, or NO PARKING signs.

DON'T back-in park in spaces adjacent to curbs, fences, buildings, grassy areas, or other structures.

DON'T park on streets except in clearly authorized spaces.

Violations are issued in the form of written citations. Offenders are subject to appropriate disciplinary action. Questions or problems may be resolved by your supervisor, AC Order 1600.18D, or by AAC-90 personnel.

Procedures for enforcement are: (Time frame is 12 months from first citation date.)

First Violation - warning, employee counseled by supervisor.

Second Violation - written reprimand for employee.

Third Violation - vehicle immobilization followed by one-day suspension and written warning of future denial of driving privileges.

Unregistered vehicles enforcement:

First Violation - warning.

Second Violation - vehicle immobilization, operator identification and written reprimand.



AERO CENTER intercom

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

76-12

March 24, 1976

AIRWAY FACILITIES ELECTION IN PROGRESS

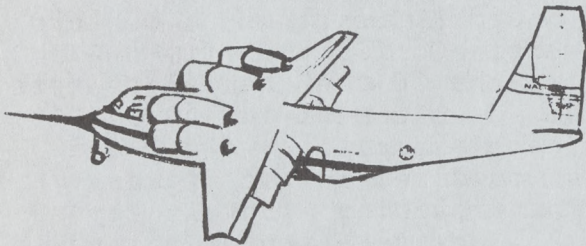
Ballots are being mailed this week to the home addresses of some 7,700 nonsupervisory, nonprofessional Airway Facilities employees eligible to vote in the representation election ordered by the Department of Labor. Employees who believe they are eligible to vote and do not receive a ballot by April 5 should advise their supervisor. The supervisor will obtain the appropriate ballot from the labor relations branch in the servicing personnel management division, if voting eligibility is established. Special arrangements have been made for eligible employees who are attending the FAA Academy during the voting period, so that they may obtain an appropriate ballot, if needed, from their instructors. To be counted, ballots must be returned in the self-addressed, postage-free envelopes that were included with the ballots, so as to arrive in the Washington, D.C., post office by 9:00 a.m. on April 22. It is very important that voters complete the box on the back of the envelope; otherwise, the ballot will not be valid. All eligible employees are encouraged to vote. REMEMBER, THE EMPLOYEES WHO VOTE WILL DECIDE THE REPRESENTATION FOR ALL!

ANTI-COLLISION PROGRAM ANNOUNCED

A five-point program to further reduce the potential of mid-air collisions was announced last week by Administrator McLucas. The "separation assurance" program includes efforts already well underway, and others in earlier stages of development. The five points are: 1) Continued enhancement on a priority basis of ground-based ATC systems at centers and towers. Conflict alert, now in effect at the 20 continental centers, and under development for ARTS III towers, are examples. Towers and centers would remain the primary method of providing aircraft separation. 2) Consideration of new rules to require increased use of IFR by passenger-carrying aircraft, and expansion of radar beacon surveillance to all airspace where larger aircraft operate. 3) Possible additional requirements for carriage of transponders with altitude reporting capability. 4) Development of the Beacon Collision Avoidance System (BCAS) as a back-up to the primary ground-based ATC system, and as the primary system outside ATC surveillance. This airborne equipment receives transponder signals from other aircraft, computes any potential threat, and issues instructions to the pilot for evasive action. 5) Development of Intermittent Positive Control (IPC). In this system, ground-based computers follow aircraft, search for conflicts, and automatically send warnings to the cockpits.

SHORT HAUL TEST PLANE

A \$20 million contract to build a quiet short-haul research airplane (QSRA) has been awarded to the Boeing Commercial Airplane Company by the National Aeronautics and Space Administration (NASA). Boeing will use the fuselage shell of a deHavilland C-8A twin-turboprop "Buffalo" aircraft, build a new wing, add four overwing Lycoming turboprop engines and a redesigned tail assembly furnished by NASA. The objectives of the QSRA program include the development of propulsive-lift technology as well as the establishment of short-takeoff-and-landing procedures.



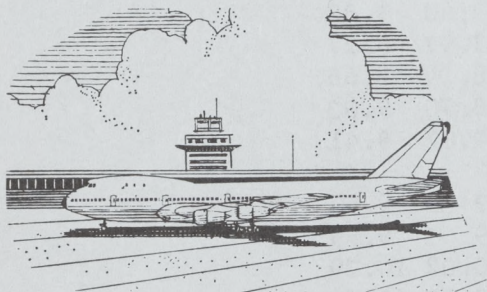
ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), is seeking qualified candidates on an urgent basis for its technical assistance projects in Saudi Arabia, Libya, Nigeria and Venezuela for an initial period of one year. Salary depending upon the level of difficulty and responsibility of the post - Level 4, Step 1, Gross: \$24,220 and Net (free of tax): \$17,532 per annum to Level 5, Step 1, Gross: \$30,540 and Net (free of tax): \$21,324 per annum. LIBYA: Aviation Training Adviser - Tripoli; Electronics Technician (3 posts) - Tripoli/Benghazi; Aircraft Maintenance Inspector - Tripoli; Air Traffic Controller - Benghazi; and Aerodrome Engineer - Benghazi. LAGOS, NIGERIA - Director of Civil Aviation; Chief Examiner, Airmen;

Senior Examiner, Airmen; Chief Airline Flight Inspector; Senior Airline Flight Inspector; Project Manager (Pilot) Flight Calibration Unit; Electronic Engineer, Flight Calibration Unit; Chief Airworthiness Surveyor (Engineer); Principal Airworthiness Surveyor (Engineer); Chief Aerodrome Engineer; Chief Air Traffic Control Officer; Senior Air Traffic Control Officer (2 posts). JEDDAH, SAUDI ARABIA - Airport Engineer (Civil); Airport Engineer (Electronics); Electrical Engineer and Mechanical Engineer. CARACAS, VENEZUELA - Project Manager/Civil Aviation Training Adviser; Air Traffic Services Adviser; Air Traffic Services Expert/Instructor; Electronic Engineer (Radar) and Electronic Engineer (Telecommunications). Language Requirement (Venezuela): Fluency in Spanish essential, working knowledge of English desirable. Additional information about duties, salary, qualifications and benefits, is available at your manpower office. Any individuals interested in these assignments must submit their applications to AIA-29 ASAP. Federal employees accepting ICAO assignments are entitled to restoration rights. To permit Federal employees to accept ICAO assignments without financial penalty, Public Law 91-175 provides that, upon reemployment in the Federal Service, employees may be entitled to a Lump-Sum Equalization Allowance. This allowance represents the difference, if any, between the total dollar amount of pay and allowances received from the International Organization and the pay to which they would have been entitled under Federal regulations had they been assigned to that location by their agency.

A DOCTOR IN THE HOUSE ?

FAA wants to upgrade the availability of medical services and facilities at the nation's airports to increase their capability to cope with disaster, Administrator McLucas told an Aviation Medical Seminar in Washington, D.C., recently. Noting that three-fourths of all accidents happen on or near airports, McLucas said the advent of the wide-body jets may have intensified the need for better airport medical services. This is true because passengers in one of these aircraft have a greater chance of surviving an accident, he explained, "just as someone riding in a bus is better off in a crash situation than someone in a sub-compact." However, he said survivors would need medical attention in all likelihood and the agency wants to make sure they get it. Therefore, he continued, FAA will issue a notice of proposed rule making in the very near future requiring airports receiving airline service to have a fully-developed plan for providing adequate medical care for any emergency that might arise.



TWO-TOWER ASSIST

The cool professionalism of FAA controllers at Lexington, Ky., and Cincinnati, Ohio, towers helped a pilot who was lost and low on fuel turn a potential tragedy into a tense but safe landing. First Lexington, then Cincinnati helped the lost pilot find her way with an Air National Guard plane flying in the area acting as a communications relay. As the pilot of the single engine plane reported her fuel nearly gone, Lexington resumed control, and during the final minutes of the flight, the Guard aircraft led the way to the Frankfort, Ky., airport. Less than a mile from the runway, the distressed pilot reported "engine stopped," but she managed a safe deadstick landing. During February, 247 flight assists were reported--117 by FSSs, 111 by towers and 19 by centers. A total of 374 people were reported on board the aircraft involved.

READY RESERVES

Agency Order 3300.4B establishes procedures and outlines responsibilities concerning FAA employees who are in the Ready Reserves. Par 6.b. of the order provides that employees are responsible for notifying their servicing personnel office when there is a change in their reserve status. FAA Form 3300-34, Military Status Report, is used for this purpose and should be completed and forwarded to the Employment Branch, AAC-14. Insure that your personnel office has your correct current status and that you inform them of any change.

NEW WAGE GRADE RATES . . . The unofficial new Wage Grade pay rates are effective retroactively to October 19, 1975. Information on official rates and when payments may be expected will be furnished at a later date.

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	4.90	5.10	5.30	5.51	5.71	5.39	5.61	5.83	6.06	6.28
7	5.22	5.44	5.66	5.88	6.09	5.74	5.98	6.22	6.46	6.70
8	5.55	5.78	6.01	6.24	6.47	6.11	6.36	6.61	6.87	7.12
9	5.88	6.12	6.36	6.61	6.85	6.46	6.73	7.00	7.27	7.54
10	6.20	6.46	6.72	6.98	7.24	6.83	7.11	7.39	7.68	7.96
11	6.53	6.80	7.07	7.34	7.62	7.18	7.48	7.78	8.08	8.38
12	6.85	7.14	7.43	7.71	8.00	7.54	7.85	8.16	8.48	8.79
13	7.18	7.48	7.78	8.08	8.38	7.90	8.23	8.56	8.89	9.22
14	7.51	7.82	8.13	8.45	8.76	8.26	8.60	8.94	9.29	9.63
15	7.82	8.15	8.48	8.80	9.13	8.61	8.97	9.33	9.69	10.05

WS GRADE	WS-RATES				
	1	2	3	4	5
1	5.57	5.80	6.03	6.26	6.50
2	5.79	6.03	6.27	6.51	6.75
3	6.02	6.27	6.52	6.77	7.02
4	6.24	6.50	6.76	7.02	7.28
5	6.46	6.73	7.00	7.27	7.54
6	6.76	7.04	7.32	7.60	7.88
7	7.08	7.38	7.68	7.97	8.27
8	7.41	7.72	8.03	8.34	8.65
9	7.74	8.06	8.38	8.70	9.03
10	8.06	8.40	8.74	9.07	9.41
11	8.28	8.63	8.98	9.32	9.67
12	8.56	8.92	9.28	9.63	9.99
13	8.91	9.28	9.65	10.02	10.39
14	9.33	9.72	10.11	10.50	10.89
15	9.81	10.22	10.63	11.04	11.45

SAVINGS BOND CAMPAIGN BEGINS . . . "Build Your Future on the Past" -- this Bicentennial slogan announces the DOT's 1976 U.S. Savings Bond Campaign which runs March 31 through April 30, 1976. The new savings bond film "An American Partnership" will be shown in the Headquarters Auditorium on March 31, 1976, at the following times:

<u>A.M.</u>	<u>P.M.</u>
9:00	2:00
9:30	2:30
10:00	3:00
10:30	3:30
11:00	4:00

All Aeronautical Center employees are encouraged to attend one of these sessions.

AIRCRAFT NEEDED FOR BICENTENNIAL CELEBRATION . . . The Bicentennial Center, Mitchel Park (New York), is seeking certain types of aircraft to be given as gifts to be part of a big Bicentennial celebration this summer. Transportation expenses can be provided. For those aircraft available only by purchase, a donor or sponsor will be need. Any leads, advice, assistance, etc., will be deeply appreciated. Contact Mr. William K. Kaiser, Assistant Director, Nassau County Museum, Muttontown Road, Syosset, New York 11791. Types of aircraft needed are listed below:

Pre-World War I :	Wright Baby biplane (1910)
	Curtiss Pusher biplane (1910)
	Walden monoplane (1910-15)
World War I:	Nieuport 28 (Roosevelt)
Between Wars:	Sperry Messenger
	Sperry "Aerial Torpedo"
	Fairchild FC-2 or 71
	Grumman "Kitten"
	Grumman G-32 "Gulphawk"
	Brewster (any model)
	Brunner-Winkle (any model)
	Curtiss Robin (Corrigan)
	Curtiss Oriole (Jones)
	Seversky P-35
World War II:	Grumman F4F; F6F
	Republic P-47
	GC-14 Glider
Post World War II:	Republic Seabee
	Republic F-84
	Republic F-105
	Grumman F9F or F11F
	Grumman - later models



March 24, 1976

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FROM YOUR EMPLOYEES ASSOCIATION . . .

* * SPRING DANCE * *

Saturday - March 27

MYRIAD CONVENTION CENTER

GREAT HALL

TIME: 9:00 p.m. until 1:00 a.m.

PRICE: \$4.50 each

Students and guests are welcome

No tickets will be sold at the door.



* * *

Get your tickets at the Employees Association Office or from your Representative by Friday, March 26.

Other tickets available at your EA Office:

- Gaslight Dinner Theater - "Last of the Red Hot Lovers"
Price \$7.75 ea.
- Six Flags Over Texas tickets - Price \$6.50
- Shrine Circus Tickets for March 25-28
- Oklahoma City Blazers vs. Ft. Worth - Friday, March 26.

Also Available at your EA Office:

- Hunting and fishing licenses
- FAA business cards, 250 for \$6.50 and 1000 for \$9.00
- Magic Kingdom Club Cards
- Duplicating Machine - 10¢ per copy



March 24, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 31, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>MANAGEMENT ANALYSIS DIVISION</u>		
76-92	Management Analyst, GS-343-11	AAC-60	343
	<u>DATA SERVICES DIVISION</u>		
76-93	Computer Specialist, GS-334-12	AAC-310	334
	This announcement will be used for all like grade and series vacancies in the Data Services Division for 90 days.		
	<u>AIRCRAFT SERVICES BASE</u>		
76-94	Production Controller, GS-1152-11	AAC-850	1152
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
76-95	Cold Type Composing Machine Operator, GS-324-3	AAC-1000	300-1
	Promotion potential to GS-4 without further competition.		

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: April 7, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-32	Airspace System Inspection Pilot (Crew Member), GS-2181-13	OKC FIFO	2181
FINFO-76-33	Airspace System Inspection Pilot (Crew Member), GS-2181-13	BTL FIFO	2181
FINFO-76-34	Airspace System Inspection Pilot (Crew Member), GS-2181-13	ATL FIFO	2181

March 24, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-35	Airspace System Inspection Pilot (Crew Member), GS-2181-13	ACY FIF0	2181
FINFO-76-36	Airspace System Inspection Pilot (Crew Member), GS-28181-13	MSP FIF0	2181

For promotion consideration submit completed AC Form 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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SELECTION LIST	POSITION	LOCATION	ACPP NO.
Morris Francis	ATC Spec. (Center-Instr)	AAC-930	75-160
Sterling Williams	Data Systems Specialist	AAC-260	75-496
Michael Thomas	Aircraft Mechanic Helper	AAC-830	75-519
Nikki Turner	Secretary (Stenography)	AAC-942	76-1
Ruble Garner	Computer Specialist	AAC-310	76-16
Robert Corcoran	Electronics Technician	AAC-440	76-17
Harland Storey	"	"	"
Thurl Watson	"	"	"
Richard Taylor	Electronics Technician	AAC-440	76-19
William Varner	Training Specialist (Aviation Electronic)	AAC-820	76-20
Glen Ferrin	Quality Assurance Specialist	AAC-820	76-21
Amelia Lennon	Guidance Counselor	AAC-910	76-23
Terry Blythe	Shipping Clerk	AAC-430	76-27
Judith Endicott	Production Controller	AAC-440	76-28
Verla Williams	Budget Analyst	AAC-30	76-34
Steven Ridgeway	General Communications Equipment Operator	AAC-44	76-35
Loyd Houck	Electromotive and Powered Ground Equipment Mechanic	AAC-56	76-36
Homer Evans	"	"	"
Solomon Sells	Supply Clerk	AAC-100	76-38
Irma McConnell	Editorial Assistant (Steno)	AAC-230	76-39
Geraldine Sweeney	Secretary (Stenography)	AAC-1000	76-41
William Jackson	Boiler Water Control Worker	AAC-55	76-44
Bobbie Myers	Clerk-Stenographer	AAC-100	76-51
Karen Lafferty	Secretary (Stenography)	AAC-480	76-58



AERO CENTER intercom

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

76-13

March 31, 1976

JAMES DOW BIDS FAA FAREWELL

To the FAA Family:

As I retire from Federal service after 32 years and resign the position of Deputy Administrator which I have filled for the past two years, I would like to share some thoughts with you--as we have done so often over the years--on the importance of the attitude and commitment we bring to our jobs.

The positions we hold with the FAA (and for some of us, with its predecessor agencies) are not ours to own. They have been entrusted to us, along with their responsibilities and authority, for the time we are privileged to occupy them. Whatever we have accomplished in those positions is not just the result of our own efforts. We benefit from the experience of those who preceded us and we build on their achievements.

It is our task, too, to provide a strong link to the future so that those who succeed us at FAA can benefit from the past as we did. Most of all, we must never lose sight of the fact we are civil servants and we must strive to carry out our duties to the best of our abilities to fulfill the needs of the public we serve.

The resources we manage have been entrusted to our care by the American people through their elected representatives and we must always honor that trust. It is also through people that we accomplish our objectives as an agency. This includes our colleagues in FAA and the Department, others in the Executive Branch and Congress, and those in the aviation industry.

Some say that working in a large organization and coordinating with lots of people prevents timely decisions and follow-on action. This does not have to be the case. If we use common sense, deal with people honestly and give them straightforward answers, we can do even a better job by doing it together. That does not mean we can hide behind an organization or other people. Don't hesitate to stand up and be counted. When a tough decision needs to be made, gather the facts, and make the decision with honesty and integrity so that you can hold your head high when you look in the mirror. I have enjoyed my work and my association with each of you. We all have much to be grateful for, and we can be proud of what we have accomplished--but this is only a forerunner of greater things yet to come.

Jim

March 31, 1976

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D. C. 20598

THE WHITE HOUSE
WASHINGTON

March 19, 1976



OFFICE OF
THE ADMINISTRATOR

March 5, 1976

The President
The White House
Washington, D. C. 20500

Dear Mr. President:

I will retire from the Federal Government, effective March 31, 1976, after 32 years service to pursue personal interests. This, regrettably, dictates that I resign from the position of Deputy Administrator, Federal Aviation Administration, Department of Transportation, on this same date March 31, 1976.

It has been my privilege and honor to serve the people of the Nation as a career civil servant and a Presidential appointee. It has also been a most challenging and rewarding experience to have participated in the development of the civil/military aviation system to the point where it is second to none in the world today.

Respectfully yours,

James E. Dow
James E. Dow

Dear Mr. Dow:

It is with deep gratitude for your dedicated service that I accept your resignation as Deputy Administrator of the Federal Aviation Administration, effective March 31, 1976.

In doing so, I want to take this opportunity to express my personal appreciation for the capable direction and leadership you have given in the interest of aviation safety. Your many contributions, particularly in such areas as financial management, congressional relations and international affairs, will provide continuing improvement in aviation service for years to come.

As you prepare to retire after thirty-two years of service to our Nation, it is a pleasure for me to join with your many friends and colleagues throughout government in extending warmest good wishes for every future happiness and success.

Sincerely,

Gerald R. Ford

The Honorable James E. Dow
Deputy Administrator
Federal Aviation Administration
Department of Transportation
Washington, D.C. 20591

DEPUTY ADMINISTRATOR'S CAREER HIGHLIGHTS

President Gerald Ford last week accepted the resignation of FAA Deputy Administrator James E. Dow, who is retiring after more than 30 years of Federal service. Dow, who was Acting FAA Administrator from April to November 1975, began his career when airplanes all had propellers on the engines and the DC-3 was queen of the airways. That was back in December 1943 when Dow, fresh out of the University of Maine, went to work with CAA as an air traffic controller trainee at the Cleveland Airport. Commenting on Dow's March 31 departure, Administrator McLucas praised him as "one of the most knowledgeable and dedicated public servants I have ever known." Since joining the agency, Dow has received many awards and honors for distinguished service. In 1966, he was awarded the FAA's Meritorious Service Award in recognition of his management of the FAA en route air traffic control automation program. In 1968, the Secretary of Transportation presented him with the DOT Meritorious Achievement Award for his extremely competent leadership, outstanding performance of duties and effective management while serving as Director of Budget for FAA. He received the Award again in 1973, the only person in the history of the Department to receive the award more than once. Prior to his appointment as Deputy Administrator, Dow was Associate Administrator for Administration from July 1973 to August 1974 and Director of the FAA Budget Office from 1967 to 1973.

FAA EXEC DEVELOPMENT OPENS

With the signing of FAA Order 3110.13C, the Administrator officially launched the revised FAA Executive Development Program. Begun in 1972, the program has been redesigned to emphasize the identification of employees who have a proven record of managerial competence and potential for executive leadership. Persons selected to participate in the program will undergo highly individual development experiences of selected assignments and formal training aimed at preparing them for the GS-15 and 16 target jobs, which are: Deputy Regional and Center Directors; Regional and Center Executive Officers; Deputy Office and Service Directors and Deputy Associate Administrators; Office Directors; and Division Chiefs. Participants generally will remain in their current positions or be assigned to another middle management position in their employing jurisdiction. The program is open to GS-15 applicants. More information is available in the EDP announcement, which opened March 18 and closes April 23. Screening of applicants begins in July, and selections will be announced in August. Development will begin in September.

ATCS SELECTION STUDY BEGINS

"EPA" is not just the Environmental Protection Agency--it also denotes Education and Public Affairs, Inc., a private concern specializing in research on selection, training and education. Dr. Joseph G. Colmen, President of EPA, has contracted with FAA to develop improved methods for selecting new employees for the air traffic control occupation. This week, Dr. Coleman will be mailing requests to about 3,000 air traffic control specialists asking them to participate in this study. His letter will fully explain the purpose and arrangements. EPA will keep all informa-

tion confidential and no official or employee of FAA will have access to any individual information. Participation is entirely voluntary and will in no way affect any individual's status in FAA. This effort is based on prior EPA work for FAA. In 1972--with the participation of some 800 controllers--Dr. Coleman analyzed a large number of experimental selection tests. Now one of his tasks is to fully develop those with the most potential for improving the Civil Service Commission tests used to select applicants for ATC work.

MORE DOGS ON DUTY

Explosive detecting dog teams are now being trained for use at six additional U.S. airports under an FAA program to provide for fast and thorough search of airports and aircraft for bombs. The new teams, all of which are expected to be on duty by June, will bring to 24 the number of airports so protected. At present, no aircraft in flight is more than an hour's flying time from such an airport and eventually this is expected to be cut to half an hour. The cities getting the new teams are Bismarck, N.D., Oklahoma City, Okla., Oakland, Calif., Boston, Mass., Jacksonville, Fla., and Seattle, Wash. Six other cities are under consideration for getting dog teams under a step-up of the program that resulted from the explosion last December 29 at LaGuardia Airport which killed 11 persons.



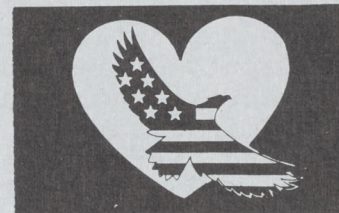
March 31, 1976

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U.S.SAVINGS BOND CAMPAIGN . . . The 1976 U.S. Savings Bond Campaign begins today. During this Bicentennial year, you have the opportunity to take stock in America. For 200 years, Americans have been investing their money in their country to keep it strong - and to build a better tommorrow for themselves.

Helping with this year's campaign are 21 organizational coordinators. They are:

Ed Green	AAC-1 thru 9, & 80
Robert E. Runyon	AAC-8
Robert L. Hoppers	AAC-10
Marada Decker	AAC-20
Judy Hoffman	AAC-30
Dorman Knight	AAC-40
Bob Railey	AAC-50
C. V. Spencer	AAC-60
J. B. Brown	AAC-70
Harold Levescy	AAC=90
Judy Toberman	AAC-100
Paul Yost	AAC-200
Mattie Francis	AAC-300
Gene Taylor	AAC-400
Diana Petty	AAC-500
Naomi Brown,	AAC-800
H. A. Watson	AAC-900
James Mitchell	AAC-1000
Richard McMurray	AAC-210
Royce Hurley	AFS-500
Donald Largess	TES=15



Put your money where your
heart is -
IN AMERICA

U. S. SAVINGS BONDS

If you have any questions concerning the U.S. Savings Bond Program, contact your coordinator so that you can "Build Your Future on the Past."



NEW WAGE GRADE RATES . . . The Oklahoma City Wage Grade pay rates published in last week's INTERCOM are official. The increase in pay rates will be included in Wage Grade employees' pay checks received next week. The date for payment of the retro-active portion of the pay will be announced as soon as the necessary procedures for payment can be developed.

March 31, 1976

NEPOTISM . . . Order AC 3300.1D establishes procedures and outlines responsibilities concerning the nepotism policy for Aeronautical Center employees. Paragraph 6c of the order provides that employees will advise their servicing personnel office when their status changes with respect to another Aeronautical Center employee who is or becomes a close relative. FAA Form 3300-9, Record of Family Relationship, is used for this purpose and should be completed and forwarded to the Employment Branch. AAC-14. Insure that your personnel office has the current status with respect to this policy and that you keep them informed of any change.



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

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



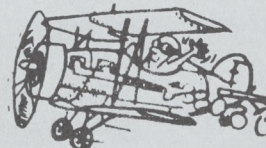
March 31, 1976

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COMING EVENTS

- April 1 Word processing equipment display, ARB Room 206A
9:00 - 4:00 ~
- April 1 Safety programs for FAA Depot personnel, Headquarters
Auditorium, 10:00 and 11:00.

EQUIPMENT DISPLAY . . . Electronic Dictation Systems, Inc., will have a continuous showing and demonstration of their word processing equipment in Room 206A of the Aviation Records Building on Thursday, April 1, from 9 a.m. to 4 p.m. On display will be REDACTRON editing typewriters (both dual magnetic card and dual cassette tape systems) and SONY cassette dictating systems. All interested personnel are invited to attend.



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

- Gaslight Dinner Theater - "The Last of the Red Hot Lovers"
Now through April 4. Price \$7.75 ea.
- Six Flags Over Texas. Price \$6.50 ea.
- Sell-A-Rama '76 - April 6, 1976. Civic Center Music Hall
8:00 p.m. Featuring "George Blanda" pro-salesman and
pro-quarterback. Price \$5.00 ea.
- Okla. Auto Racing - Price: Adults \$2.40, Teens \$1.50,
Children under 6 yrs. free. April 2 at 7:30 p.m.
- Okla. City Blazers vs. Tulsa. Saturday, April 3.
- Oklahoma Theater Center - "Catch Me If You Can"
April 7-18. Price \$3.75.



Also available at the EA Office:

- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- FAA business cards, 250 for \$6.50 and 1000 for \$9.00
- Duplicating machine - 10¢ per copy

Register for the Golf Tournament at the EA Office, Monday,
April 5 at 9:00 a.m.

March 31, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: April 7, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-97	Offset Press Operator, WG-4417-7	AAC-45	JE-4417
	<u>PLANT ENGINEERING DIVISION</u>		
76-98	Electrical Worker, WG-2805-8	AAC-55	2805
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-81	CANCELLED/Aircraft Data Systems Specialist GS-301-9	AAC-250	
76-59	Supervisory Aviation Safety Inspector, GS-1825-15	AAC-230	1825
	<u>DATA SERVICES DIVISION</u>		
76-99	Peripheral Equipment Operator, GS-332-4 Incumbent must work a rotating shift.	AAC-340	332
76-100	Computer Operator, GS-332-5 Position has noncompetitive promotion potential. Incumbent of the position must work rotating shifts.	AAC-340	332
76-101	Computer Systems Analyst, GS-334-13	AAC-350	334
	<u>AIRCRAFT SERVICES BASE</u>		
76-102	Quality Assurance Specialist (Electronic) GS-1910-11	AAC-820	1910
76-75	CANCELLED/Aircraft Mechanic Helper, WG-8852-5	AAC-830	
76-78	CANCELLED/Electronics Technician, WG-856-7	AAC-830	
76-94	CANCELLED/Production Controller, GS-1152-11	AAC-850	
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
76-103	Clerk-Stenographer, GS-312-4	AAC-1000	300-2



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION
76-14 April 7, 1976 service to man in flight

PILOT FLIGHT REVIEW GUIDELINES AVAILABLE

Guidelines on biennial flight reviews are now available to pilots and flight instructors in a 12-page booklet produced by an FAA/Industry committee after a year's work.

Biennial flight reviews (BFR) must be taken at least once every 24 months by pilots who want to act as Pilot-In-Command. The new guidelines are intended to encourage individuality and flexibility in the BFR. Rather than using a list of maneuvers, flight instructors are urged to determine the safe operating needs of each pilot and design a practical review tailored to meet those needs. Entitled, "Guidelines for the Conduct of Biennial Flight Reviews," the booklet covers: BFR concept; pilot profile; review of rules; preflight procedures review; basic flight review; and postflight discussion and recommendations. The booklet is available from the AOPA Air Safety Foundation, Experimental Aircraft Assn., General Aviation Manufacturers Assn.; National Assn. of Flight Instructor; National Pilots Assn.; National Air Transportation Assn.; and Ohio State University.

VFR FLIGHT PLANS KEPT

General aviation pilots who were upset about an FAA proposal to eliminate most flight plan service for visual flight rule (VFR) operations can relax now. FAA is dropping the idea. The agency said that VFR flight plans still are needed for search and rescue purposes despite a recently-adopted regulation requiring most aircraft to carry emergency locator transmitters (ELTs). Most VFR flight plans are filed with flight service stations by non-commercial pilots making cross-country flights to advise FAA of their routes and estimated time of arrival so prompt search and rescue operations can be initiated when necessary. The FAA-proposed policy change was published in the Federal Register on May 29, 1975, and drew hundreds of comments. Almost all comments were negative.

MID-AIR CONFERENCE

FAA representatives attended in Air Force-sponsored mid-air collision conference along with members from a cross-section of the aviation community last month in California. FAA presented its five-point "separation assurance program," while airline, general aviation and manufacturer spokesmen outlined the safety benefits and financial effects of new procedures and hardware.

LOOK BEFORE THEY LEASE

The agency wants to tighten its "truth in leasing" rules to make sure that all large aircraft acquired under a lease or conditional sales contract are inspected by FAA before the first flight. Under the proposed rule, the lessee or conditional buyer of a large U.S. aircraft (over 12,500 lbs.) would be required to notify the nearest FAA Flight Standards office at least 48 hours prior to the scheduled first flight of that aircraft so it can be given a safety check by FAA inspectors. Under present rules the lessee or buyer must mail a copy within 24 hours of the lease or sales agreement to the FAA Aircraft Registry in Oklahoma City. However, experience has shown that these notifications frequently reach district offices too late to permit a safety inspection of the plane prior to its first flight. This regulation was recommended by a special DOT task force investigating charter operations following the fatal crash of a chartered flight carrying the Wichita State University football team.

BUY A BOND

The 1976 Savings Bond Campaign is off and running through April 30. When your local canvasser contacts you, seriously consider the advantages of automatic savings by purchasing bonds through the payroll savings plan. It's amazing how quickly they accumulate. At only \$3.75 a pay period for one year you will have saved \$97.50. If you can afford \$18.75 a pay period, you will have saved \$487.50. What better way is there to save for that exotic vacation, color TV or microwave oven?

Become a member of one of America's most prudent groups--join the bond buyers.

SST NOISE HEARING HELD

A public hearing on proposed new noise control rules for supersonic transport aircraft was set by FAA for April 5 (and 6, if necessary) in Washington. The proposal by the Environmental Protection Agency would have the effect of banning most, and possibly all, supersonic Concorde from operating into U.S. airports. The EPA proposal would require all supersonic aircraft which had not logged any flight time prior to December 31, 1974, to meet the noise limits of Part 36 of the Federal Aviation Regulations. The limits, which apply to all newly-produced civil subsonic jets, are below the Concorde noise levels. EPA is responsible for recommending aircraft noise standards to FAA; however, FAA has the final authority for accepting or rejecting the recommendations on the basis of such factors as safety, technological feasibility and economic reasonableness.

GASOLINE ALLEY

What's a good way to save gasoline? Don't drive, you say? Well, that's one way. But when it is necessary to drive on official business, use cars with good gasoline mileage for long trips and cars with poor mileage on short trips. That thoughtful suggestion netted a \$25 award for electronic technician Thomas G. Patterson of the Daggett, Calif. Airway Facilities Sector Field Office. Motor pool managers are urged to follow his suggestion.

FIXING THE BLUES

FAA is taking new action to clean up the skies, and for that matter, the ground as well. The problem is "blue ice" which can truly give someone the blues. Water and waste liquids occasionally leak from transport aircraft in flight, freeze on the plane's exterior and drop to the ground. Disinfectant used in aircraft lavatories causes the blue color. While noting that many airlines have attempted to eliminate the problem, the agency is seeking to standardize preventive measures and has issued an Advance Notice of Proposed Rule Making to solicit more information on incidents and suggestions for the problem.

SPOTLIGHT ON MECHANICS

Aviation mechanics put all the skill and attention to detail into their work that a watchmaker puts in his. Initiative and creativity by mechanics also have produced important advances in air safety. In recognition of the mechanics' safety role, FAA has selected the 24 regional winners in the 13th Annual Aviation Mechanic Safety Award Program. Named in both the general aviation and air carrier categories, the regional winners are now being considered for one national award in each category. Selections will be made next month, and awards will be presented in Washington in June.



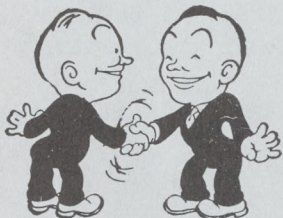
NEW DEPUTY ASSOCIATE

Appointed Deputy Associate Administrator for Engineering and Development last week was Albert P. Albrecht who comes to FAA from the Department of Defense. Until accepting the position with the agency, Albrecht was Director of Systems Evaluation in the Office of the Assistant Secretary of Defense, Intelligence. Before joining DOD, he held a number of top jobs in private business. He was Executive Vice President of Tellaron, a government and industry management consultant firm in Santa Monica, Calif; Vice President of Space General Corp. of El Monte, Calif; and Chief Engineer of ITT Gilfillan, Los Angeles, Calif. He is expected to report on board April 26.

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), has a requirement for an ATC Language Laboratory Consultant to serve three months in Sao Jose Dos Campos, Brazil starting in June 1976. Salary: Level 4, Step 1, (pending approval): Gross - \$24,220 and Net (free of tax) - \$17,994. Applications due in AIA-29 ASAP. The following assignments are also available: BANGKOK - 2 years, PC-6/76 Air Transport Officer, p-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by April 12, 1976. CAIRO - 2 years, PC-8/76 Technical Officer, COM, p-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by May 14, 1976. MONTREAL - 2 years, PC-9/76 Council Secretariat Officer, p-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by April 20, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office.

PERSONNEL MANAGEMENT PROGRAM . . . The Personnel Management Division, AAC-10, is currently conducting a review of the total Aeronautical Center Personnel Management Program. To obtain the views of employees and supervisors, questionnaires will be distributed this week to 10 per cent of the Aeronautical Center employees. Employees receiving the questions were selected at random by computer process and are requested to complete the questionnaires promptly and return the answer sheets and question booklets UNSIGNED to AAC-10. The responses provided will be utilized to determine the effectiveness of the Center's Personnel Management Program and to identify any problem areas. The questionnaire may be completed on duty time or taken home.



EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards during the Director's staff meeting on Tuesday, April 6:
Don deSteiguer, AAC-119, received a Quality Step Increase Award.
Walter O'Grady, AAC-931, received a Quality Step Increase Award based on Outstanding Performance.

BEAVER MOVES . . . William C. Beavers, Chief, Investigations and Security Division, is moving to the Aircraft Services Base Planning and Scheduling Branch, AAC-850, as of April 12, 1976.

FROM YOUR EMPLOYEES ASSOCIATION . . .

- ==Gaslight Dinner Theater - "Under Papa's Picture" = April 6 through May 2. Price \$7.75. (Our price good for Tuesday, Wednesday, Thursday and Sunday.)
 - ==Oklahoma Theater Center - "Catch me if you Can" = April 7-18 Price \$3.75.
 - Six Flags Over Texas - \$6.50 ea
 - Okla. Auto Racing, Friday nights. Adults \$2.40, Teens \$1.50 Children under six, free
 - Oklahoma City Blazers Hockey playoff game tickets for Sunday April 11.
 - ==Hunting and fishing licenses
 - Disneyland/Disneyworld Magic Kingdom Club Card
 - FAA business cards, 250 for \$6.50 and 1000 for \$9.00
 - ==Duplicating machine - 10¢ per copy
- Oklahoma City baseball pre-season tickets on sale now for \$15.00.

April 7, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 14, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>PLANT ENGINEERING DIVISION</u>			
76-105	Utility Systems Operator Foreman, WS-5406-8 Hours of duty are 12:00 midnight - 8:00 A.M., Saturday through Wednesday. Regular days off are Thursday and Friday.	AAC-55	JE-5406
<u>PROCUREMENT DIVISION</u>			
76-106	Procurement Clerk (Stenography), GS-1106-4	AAC-70	1106
<u>DATA SERVICES DIVISION</u>			
76-107	Computer Systems Analyst, GS-334-12	AAC-350	334
<u>FAA DEPOT</u>			
76-108	Production Controller, GS-1152-5 Promotion potential to GS-6 without further competition. Must have one year of experience at the GS-4 level of which six months is specialized experience.	AAC-440	1152
76-109	Sheet Metal Mechanic, WG-3806-10	AAC-440	JE-3806
76-110	Secretary (Stenography), GS-318-5	AAC-480	318
<u>AIRCRAFT SERVICES BASE</u>			
76-111	Equipment Specialist (Electronics), GS-1670-11	AAC-840	1670
76-112	Equipment Specialist (Aircraft), GS-1670-11	AAC-840	1670
76-113	Equipment Specialist (Aircraft Propulsion Equipment), GS-1670-11	AAC-840	1670
<u>FAA ACADEMY</u>			
76-91	AMENDMENT/Supervisory Clerk, GS-301-6 This amends the announcement to add: Promotion potential to GS-7 without further competition.	AAC-911	300-B

Applicants who previously made application as a result of this announcement, need not reapply.

April 7, 1976

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PROMOTION PLAN ANNOUNCEMENT (continued)

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

75-457 FAA ACADEMY
UPDATE/Electronics Technician (Instruction) AAG-954 856
GS-856-11

A minimum of one year of 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.

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.

Applicants who previously made application as a result of this announcement need not reapply.

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SELECTION LIST	POSITION	LOCATION	ACPP NO.
Russell Presson	Airspace System Insp. Pilot (Instr)	AAC-950	75-456
Everett Elrod	Carpenter Foreman	AAC-55	75-500
Arthur Foster	Electrical Equip. Repair. Foreman	AAC-440	75-523
Vard Smith	Mobile Equip. Maint. Foreman	AAC-56	76-3
Betty Martin	Supvsy. Correspondence Clk (Typ)	AAC-250	76-5
David Yount	Utility Systems Operator	AAC-55	76-45
Peggy Rogers	Computer Technician	AAC-340	76-47
Herbert Hundon	"	"	"
Fred Coleman	Supply Technician	AAC-490	76-49
Karen Foreman	Clerk-Stenographer	AAC-230	76-51
Glen Olterman	Purchasing Agent	AAC-70	76-54
Beatryce Johnson	Secretary (Stenography)	AAC-300	76-56
Debbie Parker	Data Transcriber	AAC-356	76-57
Harold Wehunt	Gen. Supply Specialist	ATL FIFO	FINFO-75-45
James McMahan	Airspace System Insp. Pilot	AFS-560	FINFO-76-1
Mary Williams	Secretary (Stenography)	LAX FIFO	FINFO-76-28



AERO CENTER intercom

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

76-15 April 14, 1976

AIRPORT BILL HOLDING

The Senate has passed by a 73 to 3 vote airport/airway development legislation similar to that passed by the House last December. The matter now goes to a House-Senate conference committee to resolve differences. For air carrier, reliever and general aviation airport development, the bill provides \$3.1 billion over the next five years, compared with \$2.6 billion in the House version. Both bills provide \$250 million annually for facilities and equipment for FY 1976-1978, but the House version increases this to \$275 million in FY 1979 and 1980 while the Senate version continues at the same rate. Like the House, the Senate adopted an amendment authorizing use of surplus Trust Fund money for FAA maintenance costs. Its bill would permit \$150 million to be used for this purpose in the current fiscal year, rising to \$375 million in FY 1980. The House voted \$50 million for the current year, not to exceed \$150 million in 1980.

COCHRAN ASSUMES DEPUTY DUTIES

Associate Administrator for Engineering and Development, Jeff Cochran, was assigned the duties of Deputy Administrator on April 1, following the retirement of James Dow.

RULES & RADAR CITED IN FLIGHT SAVE

A Washington en route center controller has praised new ATC procedures and the accuracy of radar data tags for helping prevent an airplane accident last month. Controller Gary Meyer, who directed the pilot of a commercial light plane to a safe landing at Hagerstown, Md., also lauded his fellow controller, Gary Boggs, for noticing the plane make an unexpected turn, apparently to begin a landing approach while 12 miles off course. In addition, the alphanumeric data tag on the radar scope showed the plane had prematurely descended below its assigned altitude. Meyer immediately radioed the pilot, told him to climb and got him back on course. Malfunction of the plane's navigation equipment evidently caused the error. Meyer pointed out the value of new FAA regulations which require controllers to give unsafe altitude alerts, and revised regulations which require pilots who are cleared for approach to maintain their last assigned altitude until advised to descend or until established on a published route or instrument approach procedure.

April 14, 1976

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AAF REPRESENTATION ELECTION

The mail ballot election for employees in the Airway Facilities nationwide bargaining unit is coming to a close. Ballots were mailed from Washington on March 23 to the homes of eligible employees. The count will take place on April 22. All eligible employees are encouraged to vote in this election, so the results truly reflect the choice of the majority. For your vote to count, be sure to get your ballot in the mail so that it will arrive in Washington before APRIL 22. Look for the unofficial results of the election in the April 26 issue of INTERCOM.

BETTER THAN LIGHTNING RODS

Lightning may strike once, twice, or even more often at FAA facilities, but new equipment ordered by the agency will protect delicate electronics from damage. More than 2,000 power surge arresters for use at en route and terminal radar sites, instrument landing systems and remote microwave links have been ordered from Joslyn Manufacturing and Supply Co., Goleta, Calif., under a \$236,177 contract. The devices, to be installed at hundreds of FAA facilities this summer, will protect solid-state components from damage by surges caused by lightning, electrical switching or fluctuations in commercial power.

ORDER CANCELLED

The Airports Service is cancelling obsolete agency Order 1380.27, Standard Elapsed Times for Demand Workload, dated 2/11/70. The cancellation will appear in the next directives checklist.

WOMEN'S AWARD UPCOMING

Employees who want an outstanding female worker to be considered for the Federal Woman's Award should send the woman's name to their office chief before April 23. Actual nominations must be submitted to Washington by office chiefs by that date. Four criteria will be used in the judging for this special national honor: uniqueness of achievement, creativity and personal initiative; impact of the achievement on society in general; and previous honors and recognition that indicate the value of the nominees' achievements. Last year, two FAA employees were nominated by DOT for national honors: Ethel Cohen, Personnel and Training, and Sue Silverman, Public Affairs.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO) MONTREAL, 2 years - PC-12/76 Regional Affairs Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by April 23, 1976....Aircraft Test Instrumentation Engineer, Technical Assistance Program, Sao Jose Dos Campos, BRAZIL, one year; Level 5, Step 1, Gross: U.S. \$30,540 per annum and Net (free of tax): U.S. \$21,324 per annum. Applications due in AIA-29 by May 17, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.



April 14, 1976

FLIGHT SAVES MARCH ON

Including the flight save by the Washington en route center report- on page 1, 281 flight assists were made in March--131 by flight service stations, 103 by towers and 44 by centers. There were a total of 439 people reported on board the aircraft involved. The primary causes for the assists included 155 lost pilots, 27 low on fuel, 59 involved in weather and 71 with some type of equipment malfunction.

"FAA WORLD" APRIL PREVIEW

Read how the use of "The Third Party"--NASA--will revitalize the Aviation Safety Reporting Program... Kids say the darndest things, even about aviation, so we present "A Primer on Aviashun Histori"... FAA is going to the dogs, for "A Cold Nose for Hot Cargo" is still the best way of bomb detection... "A Blimp Assist Is a Big Affair" and unusual one, too... "Keepers of the Fleet" is about our unique Aircraft Services Base at the Aeronautical Center... A husband-wife "Safety Action Team Blitzes State" and gets the safety message across... 800 turn out when controller "Volunteers Spark Pilot Dialog"... Rounding out the issue are Direct Line, Federal Notebook, Faces and Places, Small World and Heads Up.

BONDS ARE BEST BUY

FAA's annual U.S. Savings Bond campaign is underway and runs through the end of April. Here's a brief checklist of Bond benefits: High Interest Rate; Tax Advantages; Automatic Savings; Ready Cash; Safe Investment; National Economic Stability.

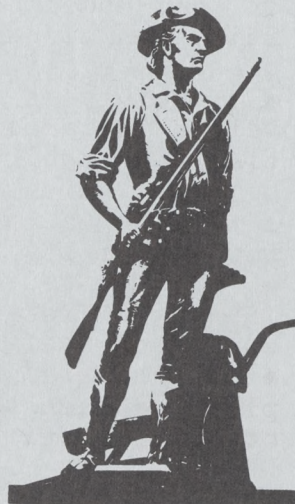
Secretaries play a vital part on every FAA office team. April 19-23 is the traditional time to say a special thanks for their essential contributions. The Task Force on Secretaries, which is writing the section of the forthcoming "Report On The Status Of Women In FAA" for the Office of Civil Rights, has endorsed the eight recommendations regarding secretaries prepared by the National Commission on International Women's Year. The recommendations should be of interest to all supervisors.

- The secretarial job should be viewed not only as a career in itself, but also as one route to other professional and technical jobs.
- Career ladders accessible to secretarial employees at all pay levels should exist which provide pathways into other occupational fields.
- Information about all types of job and training opportunities should flow freely to all employees. A secretary should receive information not only about secretarial opportunities, but about other jobs.
- Job candidates should be routinely evaluated for acquired skills and past performance, both in paid and unpaid positions, and not primarily for previous job title.
- Training agreements (or similar means) for qualifying under-utilized or dead-ended employees for more promising positions should exist in each place of employment.
- Supervisors should be heavily involved in career development activities with their employees and should be rated quite clearly upon their attention to this aspect of managerial responsibility.
- A prime source of talent for filling vacancies should be current employees.
- Substantial movement should take place between secretarial jobs and other occupational fields.



SAVINGS BOND CAMPAIGN . . . As of April 9, percentage of participation in the U.S. Savings Bond Campaign was as follows:

Office of the Director and Staff Offices	87.5%
Personnel Management Division	100.0%
Accounting Division	97.0%
Budget Division	100.0%
Administrative Services Division	91.8%
Plant Engineering Division	87.7%
Management Analysis Division	100.0%
Procurement Division	96.5%
Audit Division	50.0%
Investigation and Security Div.	100.0%
CAMI	91.3%
Flight Standards Technical Div.	85.5%
Data Services Division	88.0%
FAA Depot	85.4%
Management Training School	91.7%
Aircraft Services Base	91.6%
FAA Academy	75.6%
Airway Engineering Support Div.	100.0%
FINFO	76.2%
Transportation Safety Institute	66.7%
Engineering & Manufacturing Branch	87.0%
Worker Trainees	40.0%
Budget Pool	33.3%
Grand Total	84.7%



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

April 14, 1976

NEWS FROM MSP FIFO . . . The following items of interest are from the Minneapolis, Minnesota, Flight Inspection Field Office:

Aircraft Commander Sam Dupris from the ANG FIFO reported for duty on March 22, 1976. It was "coming home" day for Sam as he started his FAA career at the old MSP FIDO-52.

Letters of Appreciation were presented to Aviation Procedures Clerks Maxine M. Breyette and Joyce E. Nelson.

A going away party was held for Airborne Electronic Technician Roger Johnson who is leaving Federal service on April 24. Roger is returning to his Shan-gri-la in Northern Minnesota right on the U.S./Canadian border.

DR. SNOW TO SPEAK . . . Dr. Clyde Snow, CAMI anthropologist, will be among several nationally known speakers at the Fourth Western Conference on Criminal and Civil Problems, to be in Wichita, Kansas, May 19 and 20. Dr. Snow is widely known for his assistance to law enforcement agencies in rebuilding facial features and using other techniques in identifying bodies. At the May conference, Dr. Snow's topic will be "Identification Problems."

FROM YOUR EMPLOYEES ASSOCIATION:

- Gaslight Dinner Theater - "Under Papa's Picture"
April 6 thru May 2. Price \$7.75 (our price good for Tuesday, Wednesday, Thursday and Sunday.)
- Oklahoma Theater Center - "Catch Me If You Can"
April 7-18. Price \$3.75.
- Oklahoma Auto Racing, Friday nights. Adults \$2.40, Teens \$1.50, Children under six free.
- Oklahoma City 89 baseball pre-season tickets on sale now for \$15.00.
- Six Flags Over Texas - \$6.50 ea.
- Hunting and fishing licenses
- Disneyland/Disneyworld Magic Kingdom Club Card
- FAA business cards, 250 for \$6.50 and 1000 for \$9.00
- Six Flags Fun Seekers Card
- Duplicating machine - 10¢ per copy



April 14, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: April 21, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ACCOUNTING DIVISION</u>			
76-115	Supervisory Operating Accountant, GS-510-12	AAC-21	510
76-116	Secretary (Stenography), GS-318-6	AAC-20	318
76-117	Travel and Transportation Supervisor, GS-501-7	AAC-21	500
<u>BUDGET DIVISION</u>			
76-118	Secretary (Stenography), GS-318-6	AAC-30	318
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
76-119	Bindery Worker, WG-4402-5	AAC-45	JE-4600
<u>PLANT ENGINEERING DIVISION</u>			
76-105	AMENDMENT/Utility Systems Operator Foreman, WS-5406-8	AAC-55	JE-5406
This announcement is amended to read: For temporary promotion NTE 1 year.			
<u>FAA DEPOT</u>			
76-109	AMENDMENT/Sheet Metal Mechanic, WG-3806-10	AAC-440	JE-3806
This announcement is amended to read: Has promotion potential to WG-11 without further competition.			
76-120	Electronic Engineer, GS-855-13	AAC-440	800
76-121	Quality Assurance Specialist, GS-1910-9	AAC-450	1910
Must have 6 months experience in electronic or electrical systems/equipment at GS-7 level or equivalent.			
<u>AIRCRAFT SERVICES BASE</u>			
76-111	CANCELLED/Equipment Specialist (Electronics) GS-1670-11		
Position abolished.			

April 14, 1976

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PROMOTION PLAN ANNOUNCEMENTS (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA ACADEMY</u>		
76-96	Electronics Technician (Instruction), GS-856-12 OR Electronics Engineer (Instruction) GS-855-12	AAC-954	856 or 800

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

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.
Marshall Mathney	ATC Specialist (Center-Instr)	AAC-930	75-160
John Newman	ATC Specialist (Term-Instr)	AAC-930	75-416
Frederick Banks	"	"	"
Foy Prater	"	"	"
John Stymerski	Electronic Technician (Instr)	AAC-950	75-457
Garland Gaines	Supvsy. Production Controller	AAC-850	75-511
Betty Barnes	Supply Systems Analyst	AAC-410	76-25
Linda Van Buskirk	Statistical Clerk (Typing)	AAC-230	76-46
Frank Elam, Jr.	Motor Vehicle Operator	AAC-430	76-48
Alice Cody	Secretary (Stenography)	AAC-250	76-51
Thomas Morris	Management Analyst	AAC-60	76-53
Jerry Shelton	Supply Clerk	AAC-45	76-65
Thomas Fenwick	Painter Leader	AAC-440	76-60
Frank Butler, Jr.	Quality Assurance Specialist	AAC-450	76-63
Winifred Myers	Bindery Worker	AAC-45	76-80
Joyce Hayes	Clerk-Stenographer	AAC-1000	76-103



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service to man in flight

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April 21, 1976

HATCH ACT UNCHANGED

Arguing that "politicizing the civil service is intolerable," President Ford last week vetoed a bill that would remove the Hatch Act ban on partisan political activities by Federal employees. The bill turned down by the President would have made it legal for Federal employees to run for local, state or Federal offices as political party members.

PLANE SPEAKING

Results have been issued from a survey of general aviation aircraft owners conducted for FAA by the Bureau of Census last year. Out of 177,641 owners, a representative sample of 9,860 was surveyed, with 96 percent response. Results showed that 47 percent of the owners used their planes primarily for personal reasons, 24 percent used them for business and the remainder for other purposes. Aircraft ownership was 65 percent by individuals and 35 percent by companies. The median number of hours each plane was flown in 1974 was 120. Income of individual owners fell mostly in the range of \$15,000 to \$25,000. For a copy of the report, write to AVP-120 (Office of Aviation Policy); specify AVP Bulletin 76-4, "Summary of Bureau of Census GA Activity Survey."

SAFETY REPORTING SYSTEM TAKEN OVER BY NASA

The revised Aviation Safety Reporting Program went into effect on April 15 with a new reporting system under the management of the National Aeronautics and Space Administration (NASA). Aimed at providing FAA with information on aviation safety problems before they cause accidents, the program includes thorough safeguards to protect the identity of all persons who make reports or are involved in reported incidents. Through agreement with FAA, NASA took over management of the reporting system as an independent "third party" in order to encourage full reporting of problems and to further assure anonymity. NASA, not FAA, will now receive reports sent by persons who witness or are involved in safety-related incidents. Only two exceptions are made to the rule of protecting personal identities: when a report contains information about violation of Federal law or concerns an aircraft accident. Other than such cases, NASA will not report to FAA the identity of persons involved in violations of the Federal Aviation Regulations. When NASA experts receive a report that indicates quick corrective action to the system is necessary, the information--without personal identity--will be rapidly forwarded to FAA. All reports will be entered without identities in
(Continued on page 2)

April 21, 1976

McLUCAS ON TV'S 'AVIATION WEATHER'

Administrator McLucas will discuss a wide range of subjects of interest to general aviation pilots on two upcoming programs of the Public Broadcasting TV series, "Aviation Weather." The two taped program segments are scheduled for broadcast on April 30 and May 7. Interviewing the Administrator will be Robert Parke, editor and publisher of "Flying" magazine; Robert Stanfield, editor of the Aircraft Owners and Pilots Association's "Pilot" magazine; and Dee Mosteller of the TV program. The Administrator will answer questions on user fees, the Aviation Weather and Notice to Airmen System (AWANS), the FAA/NASA Aviation Safety Reporting program and the cost allocation study made by the Department. The Aviation Weather program is shown locally at 6:00 p.m. on Channels 11 and 13, Friday evenings.

\$\$\$ FOR NEW PLANES

Guaranteed loans totaling \$49.2 million for the purchase of aircraft by Hawaiian Airlines and North Central Airlines were announced last week by the agency. Hawaiian Airlines' loan of \$21.6 million is for the purchase of three DC-9-50s. The "50" is the latest version of this aircraft and carries 139 passengers as compared with 100 for the "30" version. The guaranteed loan of \$27.55 million to North Central is for the purchase of four DC-9-50s, and is part of the planned acquisition of six aircraft by the end of the year. Under the Loan Guarantee Act, FAA is authorized to extend loan guarantees when local service airlines and other small certificated carriers are unable to obtain conventional loans on reasonable terms.

SAFETY REPORTING PROGRAM (Continued from page 1)

a NASA data base that will be continually analyzed by computer for trends in safety problems. Reports from the public may be made in any manner, but NASA strongly urges use of its reporting forms which are available at all FAA facilities around the country.

GOVERNMENT OF THE PEOPLE

The Civil Service Commission reports that Federal service employment totaled 2,859,127 at the end of February 1976. DOT employment stood at 73,979 for all modal agencies. The Federal payroll was \$3.284 billion, including overseas employees; \$3.182 billion for employment in the U.S. Employees in the Washington, D.C. area earned \$475 million.

BOND YOUR FUTURE

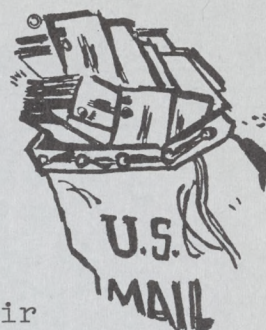
Don't forget about FAA's U.S. Savings Bond drive which runs through the end of this month. Bonds are one of the best buys for secure savings, and they're just as good as \$2 bills.

BUY U.S. SAVINGS BONDS



April 21, 1976

OVERSEAS MAIL . . . Any bulk mail or envelopes larger than 9-1/2" x 12" mailed overseas to FAA Regional Headquarters will be handled as Third Class mail if the envelope is not endorsed FIRST CLASS or AIR MAIL. Third Class mail is shipped by boat which means considerably slower service than air shipments.



The Aeronautical Center Mail Section makes daily consolidated mailings to all regions by use of Air Mail. To take advantage of this service, address the messenger envelope with routing symbol of regional destination and place it with outgoing mail for pick up by mail section personnel. All Aeronautical Center mail going to the same overseas destination is consolidated and dispatched from the mail room.

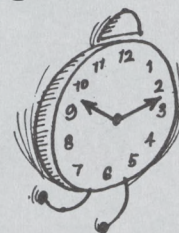
For further information, refer to AC 1770.25, Par. 20 and 21, Aeronautical Center Mail Procedures, or call Robert G. Mills, Chief of the Mail Section, Ext. 2778.

FIRST of TWO 727s ARRIVES . . . A blue and white used Boeing 727, the first of two to be used by the FAA, was accepted by the agency April 16, 1976 and is presently being worked over by the Aircraft Services Base. N-77 will have a basic flight inspection package installed to provide FINFO with a long-range basic flight inspection aircraft in the shortest possible time at minimum cost. Starting in 1977, N=77 will be completely reconfigured with a new and modern SAFI system. The second 727 will also be used for flight inspection work.



EMPLOYEE AWARDS . . . In the Director's staff meeting April 20, 1976, Robert W. Otto, AAC-940, and Mary A. Wells, AAC-482, received Special Achievement Awards based on outstanding performance.

GET READY...GET SET...BUT, NOT UNTIL SUNDAY..... Sunday, April 25, 1976, is the day we change from standard to daylight savings time. So, get ready to set your clocks forward one hour so you won't show up one hour late Monday morning.



April 21, 1976

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FEDERAL WOMEN'S PROGRAM COORDINATOR . . . Mattie M. Francis, AAC-302, was appointed the Aeronautical Center Federal Women's Program Coordinator succeeding Karroll A. Hayes. Mattie is in Room 203, Multi-Purpose Building, and can be reached on Ext. 2203.

NATIONAL SECRETARIES WEEK . . . April 19-23, 1976, is designated as National Secretaries Week, and today, April 21, is National Secretaries Day. It is the traditional time to say a special thanks for their essential contributions.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following is available at EA:

- Gaslight Dinner Theater - "Under Papa's Picture"
April 6 thru May 2. Price is \$7.75 ea.
- Oklahoma Auto Racing - Friday nights.
- Oklahoma City 89 Baseball pre-season tickets are on sale for \$15.00.
- Six Flags Over Texas - \$6.50 ea.
- Hunting and fishing licenses. We have Oklahoma non-resident licenses.
- Disneyland/Disneyworld Magic Kingdom Club Card.
- Six Flags Fun Seekers Card.
- Duplicating machine - 10¢ a copy.
- FAA business cards, 250 for \$6.50 and 1000 for \$9.00.

Golfers, sign up on April 26 for the May 8 golf tournament to be played at the Westwood Golf Course in Norman. You can sign up in the Employees Association Office.



April 21, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 28, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
76-122	Secretary (Stenography), GS-318-5	AAC-21	318
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-123	Librarian, GS-1410-9	AAC-44	1410
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-124	Anthropologist, GS-190-7	AAC-101	190
	Must have college degree with 24 hours in anthropology or 4 years progressively responsible experience in the field of anthropology performing research, museum work, or similar professional work. Additionally, the incumbent must have 1 year of professional experience as an anthropologist. Position has promotion potential to GS-9.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-125	Secretary (Stenography), GS-318-5	AAC-230	318
	<u>FAA DEPOT</u>		
76-126	Shipment Clerk, GS-2134-4	AAC-430	2100
76-127	Warehouseman, WG-6907-5	AAC-430	JE-6907
76-128	Machinist, WG-3414-11	AAC-440	JE-3414
	<u>AIRCRAFT SERVICES BASE</u>		
76-129	Aircraft Mechanic Foreman, WS-8852-12	AAC-830	JE-8852
76-130	Electronics Engineer, GS-855-12	AAC-840	855/800
	Experience directly related to flight inspection equipment is desired.		
	<u>FAA ACADEMY</u>		
76-131	Education Specialist, GS-1710-11	AAC-933	1710

April 21, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: May 5, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-39	Aircraft Maintenance Officer, GS-301-11/12	LAX FIFO	301-7

Requires A & P License.

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Harry Townsend	Aircraft Mechanic Foreman	AAC-830	75-531
Corvin Phillips	"	"	"
Dorothy Burt	Employee Development Clerk	AAG-17	76-79
Willie Rose	Personnel Staffing Specialist	AAG-14	76-85



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service to man in flight

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April 28, 1976

TOP FS OFFICES NAMED

Winners of the seventh annual Flight Standards Field Office Awards were announced last week by Flight Standards Service Director Richard P. Skully. Cited for outstanding performance in conducting assigned safety programs during 1975 were: the Minneapolis Air Carrier District Office, the Fresno General Aviation District Office, the St. Louis Flight Standards District Office, the Teterboro Engineering and Manufacturing District Office and the Seattle Flight Inspection Field Office. Each winning office will receive a plaque and certificate at award ceremonies to be held in the field in the near future.

MAN-POWERED PLANE FLIES

Aviation history was made last week as the first American man-powered plane left the ground and stayed airborne for a whole five seconds at Quonset Point, R.I., Airport. Joe Zinno, a retired Air Force colonel, powered the FAA-certificated plane for a record 30 feet at a blazing four miles an hour. (The Wright Brothers flew about 120 feet on their first attempt but, after all, they used an internal combustion engine.) Zinno said this flight was only one in a series of test flights and that he landed on purpose after his brief adventure among the ozones. He also said (Continued on page 2)

NAGE WINS AF ELECTION FOR NATIONAL UNIT

The election in a national unit of Airway Facilities employees has been won by the Federal Aviation Science and Technological Association/National Association of Government Employees (FASTA/NAGE), but existing local representation by another union, the American Federation of Government Employees (AFGE), will remain in effect at two locations, according to unofficial election results released last week. The election was conducted by mail ballot for eligible non-supervisory AF employees. The Labor Department is expected to certify the results in a few days. The FASTA/NAGE national bargaining unit consists of about 7,700 employees. Recognition of AFGE will continue at the Albuquerque and Atlanta Airway Facilities Sectors where a total of 67 employees are represented. In addition to these sites, employees at several other locations are not represented by FASTA/NAGE, since labor contracts were in force at the time of the election.

LOOSENING AIRLINE STRAITJACKET

Federal economic regulation of the nation's domestic airlines has benefited neither the airlines nor their customers, Secretary of Transportation William T. Coleman told a Senate subcommittee this month. The DOT chief was testifying on the Ford Administration's proposed Aviation Act of 1975 which would relax economic regulation of the airlines and encourage greater price competition. Coleman said the airlines have been "placed into a straitjacket" with several adverse effects, "most important, higher fares than would otherwise exist." The problems are caused by the regulatory system itself, the Secretary said, not by past or present members of the Civil Aeronautics Board, which sets airline fares and routes.

NO BETTER YEAR

It's a big year for America this year. Bicentennial...Presidential election...50th anniversary of commercial aviation...50th anniversary of the Air Commerce Act...40th anniversary of Federal air traffic control...revival of the \$2 bill... first unmanned spacecraft landings on Mars scheduled, by the U.S. Vikings...first man-powered airplane flight in the U.S. (see page 1)... What better year to show your faith in America and buy U.S. Savings Bonds? Get on the Bondwagon during this last week of FAA's Savings Bond campaign.

MAN-POWERED PLANE

(Continued from page 1)

that he was so excited to be in the air that he may have forgotten to pedal. Regardless, he says he has a controllable, flyable plane and he has a good chance of winning the Kremer prize--almost \$100,000 to be awarded to the first person who flies a man-powered plane in a figure eight around pylons set half a mile apart.

MEDICAL SERVICES AT AIRPORTS

A proposed rule which would require airports serving air carriers to have a detailed medical plan for coping with accidents and other emergencies has been issued by the agency. Under the proposal, operators of these airports would have to spell out in their emergency plans the facilities, agencies and personnel that have agreed to provide the medical and transportation services needed to accommodate the maximum number of persons who might be on board the largest aircraft serving the airport. FAA action comes as a result of the annual inspection which indicated a need to upgrade medical facilities and services at some locations. The proposal was first made public by Administrator McLucas in a speech to an Aviation Medical Seminar in Washington as reported in INTERCOM on March 22.

WHERE ARE WE???

The agency has signed a memo of agreement with the Coast Guard to investigate the role of Loran-C as a radio navigation aid for use by civil aviation. For a number of years the Loran system has been used for navigation by ships in coastal areas and by the military for tactical purposes. Among the goals of the tests to be carried out by the two agencies are: determine general system and user equipment requirements for use of Loran-C as a radio-navigation aid in the National Airspace System; evaluate the use of Loran-C as a supplement to VOR/DME in areas where no VOR/DME is provided; evaluate the use of Loran-C as an alternative to VOR/DME with concurrent coverage in the NAS; and evaluate the use of Loran-C as a replacement alternative to VOR/DME in the NAS.

FAIR'S FAIR

The FAA will begin to make current payments for overtime under the Fair Labor Standards Act Amendments of 1974, effective July 4, 1976. Retroactive payments to May 1, 1974, will be made later. The Civil Service Commission has not yet issued final instructions for payments under FLSA in several areas including payments for standby duty and for travel time. Employees--except firefighters--receiving annual premium pay for standby duty will continue to be paid as they have been under Title 5 until Commission regulations for FLSA payments for standby duty are issued. Payments for travel time will also continue to be made in accordance with Title 5 provisions until final Commission regulations are issued. Payments to FAA employees who are entitled to the overtime provisions of the FLSA for overtime work performed in the pay period beginning July 4, 1976, will be reflected in paychecks issued in the latter part of July.

15 PRIMARIES IN MAY

A record 15 Presidential primaries are set to take place in May. The primaries will begin in Texas on May 1, and continue in Alabama, the District of Columbia, Georgia, and Indiana, on May 4; Tennessee, on May 6; Nebraska and West Virginia, on May 11; Maryland and Michigan, on May 18; and Arkansas, Idaho, Kentucky, Nevada, and Oregon, on May 25. The role of Federal employees in these and other partisan elections is still governed by the provisions of the Hatch Act. For further information contact your servicing personnel management division.

FIXING RUNWAYS

Work crews have begun runway resurfacing and improvement work at New York's John F. Kennedy International Airport, and arrival and departure delays could occur there under certain traffic and weather conditions, the agency said last week. The work will affect two of the airport's four runways. Each runway is one of a pair of parallel runway systems at the airport and delays could result during periods of heavy traffic when arriving and departing aircraft normally use both of the runways. Bad weather can further complicate the situation. To cut the possibility of delays to a minimum, the work will be done between 7 a.m. and 3:30 p.m., when traffic at the airport usually is least heavy. Construction is expected to be finished by Sept. 24, 1976. Runways to be affected are 13R-31L and 22R-4L.

AN FAA BOOSTER WRITES

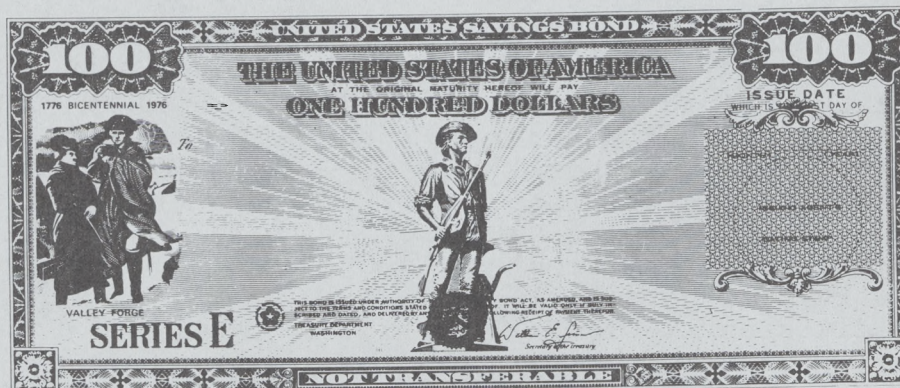
"Today happens to be my graduation day in the Academy Advanced Radar Course, 50003. I'd like to take this opportunity to thank you most kindly for all the efforts you have exerted, together with the wonderful people in your respectable office. I just wanted you to know that what you are doing leaves an impression in my heart which can never be denied or erased..." This kind letter to the Office of International Aviation Affairs was written by Ahmed Abdou Hassanein, one of four Egyptian participants in an FAA Academy training program. After completing further training in the U.S., Mr. Hassanein will return to Cairo Airport where he is chief air traffic control officer.

April 28, 1976

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SAVINGS BOND CAMPAIGN . . . As of Friday, April 23, Aeronautical Center participation in the U.S. Savings Bond Campaign looked like this:

<u>Organization</u>	<u>% of Participation</u>
Office of the Director	100.0
Public Affairs	66.7
Planning Staff	100.0
Aeronautical Center Counsel	66.7
Operations Staff	100.0
Civil Rights Staff	100.0
Personnel Management Division	100.0
Accounting Division	100.0
Budget Division	100.0
Administrative Services Division	96.5
Plant Engineering Division	87.7
Management Analysis Division	100.0
Procurement Division	96.5
Audit Division	75.0
Investigations & Security Division	100.0
Civil Aeromedical Institute	94.7
Flight Standards Technical Division	89.0
Data Services Division	90.1
FAA Depot	86.4
Management Training School	91.7
Aircraft Services Base	92.5
FAA Academy	79.4
Airway Engineering Support Division	100.0
FINFO	78.1
Transportation Safety Institute	79.2
Engineering & Manufacturing Branch	87.0
Worker Trainee Opportunity	40.0
Budget Pool	45.5
Grand Total	86.9



FROM YOUR EMPLOYEES ASSOCIATION . . . The following items/services are available from your EA Office:

- Gaslight Dinner Theater - "Under Papa's Picture" - Until May 2. Price is \$7.75 ea.
- Oklahoma Auto Racing - Friday nights
- Six Flags Over Texas. \$6.50 ea.
- Silver Dollar City. Adult \$5.50 and Child \$4.50.
- Hunting and fishing licenses. We have Oklahoma non-resident licenses.
- Disneyland/Disneyworld Magic Kingdom Club Card.
- Six Flags Fun Seekers Card
- Duplicating machine - 10¢ per copy
- FAA business cards, 250 for \$6.50 and 1000 for \$9.00

+ + + + +

The following was taken from from the Rocky Mountain Region INTERCOM which, in turn, credits the Southwest Region INTERCOM:

"The art of being wise is the art of knowing what to overlook," - William James



Sooner or later.....a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take. He learns that it doesn't pay to be a sensitive soul; that he should let some things go over his head like water off a duck's back. He learns that he who loses his temper usually loses out. He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously. He learns that carrying a chip on his shoulder is the easiest way to get into a fight. He learns that the quickest way to become unpopular is to carry tales and gossip about others. He learns that buck-passing always turns out to be a boomerang, and that it never pays. He comes to realize that the business could run along perfectly well without him. He learns that it doesn't matter so much who gets the credit so long as the business shows a profit. He learns that even the janitor is human, and that it doesn't do any harm to smile and say, "Good morning," even if it's raining. He learns that most of the other fellows are as ambitious as he is, that they have brains that are as good, or better, and that hard work and not cleverness is the secret of success. He learns to sympathize with the youngster coming into the business, because he remembers how bewildered he was when he first started out. He learns not to worry when he loses an order, because experience has shown that if he always gives his best, his average will break pretty well. He learns that no man ever got to first base alone, and that it is only through cooperative effort that we move on to better things. He learns that bosses are not monsters trying to get the last ounce of work out of him for the least amount of pay, but that they are usually fine men who have succeeded through hard work and who want to do the right thing. He learns that folks are not any harder to get along with in one place than another, and that the "getting along" depends about ninety-eight percent on his own behavior.

+ + + + +

April 28, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: May 5, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-132	Film Librarian, GS-301-7	AAC-44	301-19
	<u>PLANT ENGINEERING DIVISION</u>		
76-133	Clerk-Typist, GS-322-5	AAC-50	300-2
	<u>MANAGEMENT ANALYSIS DIVISION</u>		
76-134	Management Assistant (Typing), GS-344-5	AAC-60	344
	<u>DATA SERVICES DIVISION</u>		
76-135	Computer Operator, GS-332-9	AAC-340	332
	<u>FAA ACADEMY</u>		
76-136	Clerk-Typist, GS-322-4	AAC-940A	300-2

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: May 5, 1976

Area of Consideration: FINFO Headquarters and OKC FIFO

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-40	Secretary (Stenography), GS-318-5	AFS-540	318

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.



AERO CENTER intercom

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

76-18

May 5, 1976

THE SHORTEST DISTANCE . . .

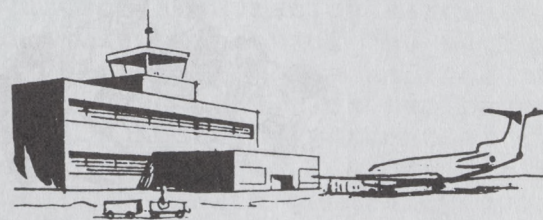
In order to provide more direct flight paths between the U.S. mainland and Hawaii and to save jet fuel, the agency is implementing a new air route system for the 2,500-mile overwater trip. The new system, which will go into effect on a six-month trial basis on May 20, provides six great circle routes between Hawaii and the West Coast instead of the present four routes. Commenting on the new system, the Administrator said, "The change will permit more efficient route and flight level assignments which could cut fuel consumption by up to nine million gallons annually and result in cost savings of as much as \$4 million a year."

LOOKING FOR NOISE

A new report aimed at making general aviation airports better neighbors has been published by the agency. The FAA guide will help operators of these facilities determine how changes in flight operations might affect noise levels in surrounding communities. Entitled "Developing Noise Exposure Contours for General Aviation Airports," the report presents simple procedures for estimating the noise impact of various aircraft flying standard approach and departure courses. With these procedures, airport operators can establish noise exposure contours which identify and define those areas around airports most affected by present and projected flight operations.

ATC GLOSSARY ISSUED

To make sure pilots and controllers speak the same language, FAA has published a new and expanded air traffic control glossary which is available to both pilots and ATC specialists. The glossary of more than 600 terms and phrases is included in Part 1 of the May issue of the Airman's Information Manual (AIM) and has been added to standard handbooks used by controllers and flight service station specialists. In a letter to some 700,000 active U.S. pilots, Administrator McLucas said the glossary "should reduce the potential for misunderstanding between you and the FAA controller." The Administrator added that the glossary "is not a substitute for a good working knowledge of air traffic control procedures...nor is it a substitute for good judgment... Any time you are uncertain of a clearance or other ground instructions, ask for clarification." The glossary was expanded to four times the size of one currently included in Part 1 of the AIM as a result of recommendations made last year by the National Transportation Safety Board and aviation user groups. Pilots may receive a free copy at any of the agency's more than 800 field offices between June and December this year.



Published by Public Affairs, AAC-5
Distribution: C-8

BOARD ALERTS PILOTS, CONTROLLERS

The National Transportation Safety Board has urged both pilots and controllers to study the report of an aircraft accident which occurred despite a 39-minute effort by controllers to help the pilot make a safe landing. All seven occupants of the twin-engine plane were killed in the January 1975 crash in mountainous southwestern Virginia. Issued last month, the NTSB accident report emphasized the importance of a pilot's weighing the need to fly against the hazards--weather and mechanical trouble--of the flight, and of a controller's anticipating assistance that pilots may need to avoid an in-flight emergency. Aircraft icing was a major factor in the nighttime crash which happened while controllers were attempting to vector the pilot to a second airport after the pilot was unable to see the first one he was directed to.

SCIENTIFIC REPORTS AVAILABLE

A list of 56 scientific and technical reports available to the public was released last week by the agency. The list covers the period from January through March 1976, and reports cover aircraft safety, airports, air traffic control, communications, environmental quality, navigation and miscellaneous subjects. Copies of individual reports are available to employees by writing to DOT, TAD-443.1, in Washington. Copies of the complete list of reports are available to employees from APA-330, FAA, Washington.



NEW RULE FOR RIGHT READINGS

FAA has proposed a rule that would require transport airplanes equipped with a pitot heating system to add an indicator to warn the pilot when the system is not operating. Air entering the pitot tube activates pressure-operated flight instruments such as airspeed, rate of climb and altitude indicators. If the tube is clogged with ice, these instruments are likely to give erroneous readings. This could contribute to a disaster like the Northwest Airlines accident near Thiells, N.Y. in December 1974 when the pitot tubes were blocked by icing. The FAA proposal would require that the warning indicator alert the flight crew when the system is turned off as well as when the heating element is inoperative. The warning device would also include a red warning light on the instrument panel.

AVIATION IN REVIEW

FAA is gearing up for its Eighth Annual Aviation Review Conference, a three-day conclave in which agency officials and industry members exchange information about the state of aviation affairs. Set for May 24, 25 and 26 in Arlington, Va., the conference will feature Administrator McLucas and Secretary Coleman as speakers, as well as top agency officials in Air Traffic, Flight Standards, Policy, Planning, Environmental Quality and Airports. Among the industry spokesmen will be James T. Pyle, CAA Administrator from 1956 to 1958. The conference may be attended by any interested persons without charge.

May 5, 1976

AVIATION WEATHER PUBLICATIONS

"Aviation Weather" and "Aviation Weather Services" are the titles of new publications produced jointly by FAA and the National Oceanic and Atmospheric Administration. Formerly contained in a single volume, the publications will be useful to pilots and other aviation personnel. "Aviation Weather" is a general text on the principles of meteorology and application to flight operations. "Aviation Weather Services" describes the services provided by FAA facilities, and discusses interpretation of weather observations and the use of weather charts and includes conversion tables. Limited quantities are available at no charge to FAA employees: write to the Office of Public Affairs, APA-230, Washington. The publications are also available from the Government Printing Office: \$4.50 for "Weather" (AC 006A), and \$1.95 for "Services" (AC 00-45).

WAS ASSISTANT AREA MANAGER

Richard Farrell, 52, a career FAA employee in the Office of Personnel and Training, Program Analysis and Development Branch, died in the George Washington Hospital last Wednesday, April 28, after suffering a heart attack in the office. Mr. Farrell had been Assistant Area Manager of the Cleveland Area and the Personnel Officer of the Eastern Region before coming to Washington. Funeral services were held on May 1. He leaves his wife Olene, a son, Peter, and a daughter, Diane. Friends or former associates wishing to make a contribution in Dick's memory may send checks to Louis Gettman, APT-230. Contributions will be either forwarded to the American Bart Association or used for the education of Dick's son.

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO) is seeking applicants for the following jobs: Montreal, PC-10/76 Planning & Evaluation Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by May 25, 1976. PC-11/76 Chief, Finance Branch, P-0, Gross: \$35,000 per annum and Net (free of tax): \$23,850 per annum. PC-14/76 Terminology and Reference Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. For PC-14/76, a complete command of one of the languages of ICAO (English, French, Russian, Spanish) is essential. Ability to write and speak accurately in two of these languages, including English, and a sound working knowledge of one of the other two languages are essential. DAKAR, 2 years - PC-13/76, ICAO Representative, P-5, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Command of English and French is essential. Applications for PC-11/76, 13/76, 14/76 due in AIA-29 by June 2, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

MORE PLANE TALK

About two percent of the nation's general aviation aircraft fleet is de-registered every year, according to a study made for FAA. The study also found that 70 percent of active general aviation aircraft is based at 10 percent of the nation's 13,000 airports, while half of the airports have less than two based aircraft. About 10 percent of the registered fleet of 166,345 (in 1973) is inactive. With generally good weather conditions, about 7 percent of the fleet is in operation on a weekday mid-morning.

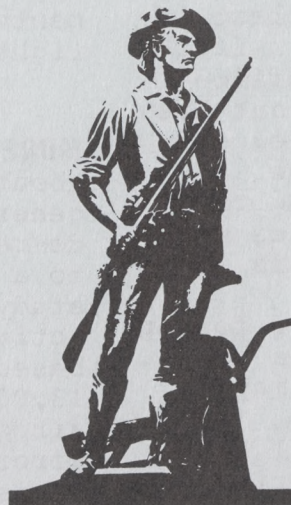
May 5, 1976

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SAVINGS BOND CAMPAIGN . . . Friday, April 30, was the final day of the 1976 U.S. Savings Bond Campaign at the Aeronautical Center. Here is the final report of participation:

<u>Organization</u>	<u>% of Participation</u>
Office of the Director	100.0
Public Affairs	100.0
Planning Staff	100.0
Aeronautical Center Counsel	83.3
Operations Staff	100.0
Civil Rights Staff	100.0
Personnel Management Division	100.0
Accounting Division	100.0
Budget Division	100.0
Administrative Services Division	97.9
Plant Engineering Division	99.3
Management Analysis Division	100.0
Procurement Division	100.0
Audit Division	75.0
Investigations & Security Division	100.0
Civil Aeromedical Institute	95.2
Flight Standards Technical Division	89.5
Data Services Division	92.2
FAA Depot	86.6
Management Training School	91.7
Aircraft Services Base	93.1
FAA Academy	80.9
Airway Engineering Support Division	100.0
FINFO	80.0
Transportation Safety Institute	79.2
Engineering & Manufacturing Branch	87.0
Worker Trainee Opportunity	80.0
Budget Pool	45.5
Grand Total	88.4

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



May 5, 1976

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RETROACTIVE PAY . . . The retroactive portion of the Wage Grade pay raise back to October 19, 1975, will be paid by separate check. These Wage Grade employees' checks will be mailed Friday, May 7, and should be received by May 11, 1976.



FAA FLYING CLUB . . . The May meeting of the FAA Flying Club will be held at 8:00 a.m., Saturday, May 8, at the Wiley Post Airport, Hangar 5. Coffee and donuts will be served. Nominations for officers and a discussion of a new airplane will be held. The spring clean-up of the airplanes will take place after the meeting. Prospective members are welcome to meet club members and look over the airplanes until noon. Election of officers will be held on June 5 at a dinner meeting.



EMPLOYEE AWARDS . . . Congratulations to Clarence Ledbetter, AAC-823, and Harold B. Davis, AAC-930, who were presented awards during the Director's staff meeting. Mr. Ledbetter received an Outstanding Performance Rating and Quality Step Increase Award, and Mr. Davis received a Special Achievement Award.

DAUGHERTY TO BE GREAT LAKES REGION DEPUTY . . . Leon Daugherty, Superintendent of the FAA Academy at the Aeronautical Center, has been named Deputy Director, Great Lakes Region. Daugherty, Academy Superintendent since September 1971, will report to the Great Lakes Regional Headquarters about June 6, 1976.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available from your EA Office:

- Gaslight Dinner Theater -- "Busybody" Price is \$7.75 ea.
- Oklahoma Auto Racing - Friday nights.
- Six Flags Over Texas. \$6.50 ea.
- Silver Dollar City in Missouri. Adult \$5.50, Child \$4.50.
- Oklahoma City 89er baseball tickets, book of 10 General Admission and one Phillies/89er ticket for \$15.00
- Six Flags Fun Seekers Card
- Disneyland/Disneyworld Magic Kingdom Club Card
- Hunting and fishing licenses. We have Okla. non-resident license.
- FAA business cards: 250 for \$6.50 and 1000 for \$9.00.
- Duplicating machine - 10¢ per copy.

May 5, 1976

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PROMOTION PLAN ANNOUNCEMENTS (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
76-114	<u>FAA Academy</u> General Supply Specialist (Instruction), GS-2001-12	AAG-960	2000
<p>A minimum of one year of experience is required within the last six years in a supply or procurement function in a region, NAFEC, or Washington Headquarters. 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.</p>			
76-104	Aviation Safety Inspector (Manufacturing), GS-1825-12/13	AAG-210	1825

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SELECTION LIST	POSITION	LOCATION	ACPP NO.
Don R. Leigh, Sr.	Airspace System Insp. Pilot (Instruction)	AAC-950	75-455
Connie Ford	Freight Rate Assistant	AAC-430	76-6
Vernon Wilson	Equipment Specialist (Gen)	AAC-840	76-22
Frank Kearl	Supvsy. Aviation Safety Insp. (Ops-Instr)	AAC-950	76-30
Roy Ledden	Supvsy. Aviation Safety Insp. (Airworthiness-Instr)	AAC-950	76-31 -
Clarence Supplee	Aviation Safety Inspector (Airworthiness-Instr)	AAC-950	76-33
Glen L. Branson	Sheet Metal Mechanic	AAC-440	76-62
James Leeder	Electrical Equip. Repairer	AAC-440	76-68
Patricia Grizzard	Data Transcriber	AAC-203	76-70
Shirley Corbett	Applications Examiner	AAC-260	76-70
Inez Frame	"	"	"
Doris Smith	Clerk	AAC-260	76-71
Monte Davis	Electronics Technician	AAC-830	76-76
Eugene Donaldson	"	"	"
Jesse Rosenbaum	"	"	"
Kenneth Lenoir	"	"	"
Michael Ferencich	"	"	76-77
Robert Anderson	"	"	"
Daryl Hill	"	"	"
Virginia Hughes	Librarian	AAC-44	76-86
Veronica Dobbs	Secretary (Stenography)	AAC-70	76-87
Priscilla Brannon	Correspondence Clerk (Typing)	AAC-250	76-88
Betty Dorsett	Cold Type Composing Machine Operator	AAC-1000	76-95

May 5, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: May 12, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PROCUREMENT DIVISION</u>		
76-140	Contract Specialist, GS-1102-9	AAC-70	1102
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-141	Crash Injury Investigator, GS-301-11	AAC-114	301-7
	Specialized experience is investigating, reporting, and conducting research in human factors, with emphasis on crash injury aspects of aircraft accidents.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-59	AMENDMENT/Supervisory Aviation Safety Inspector, GS-1825-15	AAC-230	1825
	Amended to include all options of the GS-1825 series and to extend the closing date.		
	<u>DATA SERVICES DIVISION</u>		
76-142	Computer Aid, GS-335-6	AAC-340	335
	<u>FAA DEPOT</u>		
76-143	Electronics Technician, GS-856-7	AAC-440	856
76-144	Machinist, WG-3414-12	AAC-440	JE-3414
76-145	Supply Cataloger, GS-2050-5	AAC-490	2000
	Competitive detail not to exceed 120 days. At end of detail, employee will be returned to his officially assigned position.		
	<u>FAA ACADEMY</u>		
76-146	Clerk, GS-301-5	AAC-912	300-B



AERO CENTER intercom

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

76-19

May 12, 1976

NEW RULES FOR MONEY MATTERS

Generally speaking, a Federal employee may have a financial interest in a private enterprise as long as it does not conflict or appear to conflict with his government duties and responsibilities. Until recently, for most employees, ownership of stocks and securities of any single corporation of a current market value of less than \$5,000, and less than one percent of the outstanding stock of the organization concerned, was considered too inconsequential to be a real or apparent conflict of interest. But as of May 1, the Department of Transportation eliminated this exemption for new employees and for new acquisitions of securities by current employees. Employees now on board will have until May 1, 1977, to divest themselves of financial interests formerly allowed by the exemptions where such ownership constitutes a real or apparent conflict of interest. What the amended DOT regulations mean is that henceforth such financial interests, regardless of their size or value, will be subject to the same review in connection with appropriate conflict of interest regulations contained in DOT Regulations, Part 99, Employee Responsibilities and Conduct. These regulations are attached to Order 3750.3A, distributed to all employees. If a real or apparent conflict exists, steps must be taken to remove the conflict. The amended regulations also mean that employees identified in (Continued on page 3)

TOP POSITIONS FILLED

William E. Morgan, Southwest Region Air Traffic Chief, has taken over the job of Eastern Region Director while three other career executives have shifted to new positions in the agency. John Shaw, Chief of the Nav aids/ Communications Engineering Division in the Airway Facilities Service and Leon Daugherty, Superintendent of the FAA Academy, have been named deputy regional directors while Duane Freer, Eastern Region Director, is moving to Washington Headquarters to become Director of the Office of Aviation Policy. Among the top positions held by Morgan before moving to Fort Worth was Deputy Director of the Air Traffic Service at Headquarters. He began his FAA career as an air traffic controller in the Fort Worth ARTCC. Before becoming chief of the Nav aids/ Communications Engineering Division, Shaw, who steps into the deputy job in the Central Region, was Chief of the Maintenance Engineering Division. Daugherty's appointment to Deputy Director of the Great Lakes Region follows a five year assignment as Superintendent of the FAA Academy. Duane Freer was Deputy Director of the Southern Region before being appointed Eastern Regional Director.

CHICAGO DETECTIVE STORY

At Chicago's O'Hare International Airport, FAA is playing the role of sleuth, trying to track down invisible threats to landing and departing airplanes. A computer-based system is being used to predict the presence of wake vortices, those potentially deadly spirals of turbulent air generated by large aircraft. Readings will be displayed in the control tower. The tests, conducted in cooperation with the Transportation Systems Center, will continue for several months. In addition, tests will begin at O'Hare next month of a wind shear detection system. Wind shear-- also a potential hazard to aircraft-- is an abrupt change in wind direction or velocity, generally associated with thunderstorms.

STRIKING THE COLORS

FAA has withdrawn a proposed rule which would have required color coding of the area around aircraft fuel tank filler openings and fuel nozzles to show the type of fuel that should be used. The agency cited possible confusion resulting from a different color code used to identify fuel octane levels. Most of the 400 comments on the proposal also objected strongly on aesthetic grounds. Another objection involved possible fuel contamination from paint chipped off fuel nozzles. FAA said final responsibility for proper fueling of general aviation aircraft should rest with the pilot in command as part of normal pre-flight inspection.

FOREIGN AIRLINES: TIGHTER SECURITY

Airport operators would be required to post law enforcement officers at all passenger screening points operated by foreign airlines in the U.S. under a new rule proposed by FAA. Currently, airport operators are required to provide officers only when requested by a foreign airline. The proposed rule is another step in FAA's efforts to make security requirements for foreign airlines comparable to those for U.S. airlines. FAA will consider comments on the proposal received up to June 14, 1976.

TWO FILMS TAKE AWARDS

In this Bicentennial year of celebrations, FAA has added its own tribute, "In Celebration of Flight," a 28-minute motion picture which rejoices in human flight of every kind for every purpose. The film recently won a Golden Eagle Award, the highest honor from the Council on International Non-Theatrical Events (CINE). This means the film will represent the U.S. in all major international film festivals in the coming year. Another FAA movie, "Stalling For Safety," has won the second place Silver Screen Award in the U.S. Industrial Film Festival. This picture gives viewers a pilot's eye view of stall/spin and recovery while explaining the aerodynamic forces at work. The films are available from the FAA film lending library at the Aeronautical Center.



'FAA WORLD' MAY PREVIEW

People keep trying to get off the ground any way they can. "If God Had Wanted Man To Fly..." they wouldn't have to build some of the strange craft FAA has to certify. . . May 20 is the fiftieth anniversary of the Air Commerce Act; read about the "8 Months That Changed Aviation" . . . "Career Education Attracts Tomorrow's Professionals" is about the expansion of aerospace orientation in the high schools . . . "He Talks to a Computer" at NAFEC and, one day, controllers may, too . . . A second-generation FAAer finds "His Father's Footsteps Fit Well" . . . You'll also find Federal Notebook, Faces and Places, Small World and Direct Line.

MONEY MATTERS (Continued from page 1)

Appendix C of DOT Regulations, Part 99, who are required to submit Confidential Statements of Employment and Financial Interests, must list such financial interests regardless of size or value. For more information on the amended DOT Regulations, contact the labor relations branch in your servicing personnel management division. REMINDER--The annual Supplemental Statement which is required from each employee who submits a Confidential Statement of Employment and Financial Interests is due by July 31.

THE RUSSIANS ARE COMING

In order to exchange information on techniques, facilities and equipment as well as education and training, a group of Russian Ministry of Civil Aviation representatives will arrive in Washington on May 11. To be hosted by Dr. Mervin K. Strickler of the Office of General Aviation, the group will visit Ohio State University's Department of Aviation and American Airlines' Cabin Attendant Training Facilities in Fort Worth, Texas, before returning to Washington Headquarters for two days of talks.

GETTING GOVERNMENT UNDER CONTROL

Policies to prevent Department of Transportation regulations from imposing unnecessary costs on industry, consumers and government have been initiated by Secretary Coleman. The new policies respond to President Ford's concern that government regulation is too burdensome and costly. Effective the first of this month, the policies call for Administrators of DOT agencies to: calculate costs to the public and government of new regulations and to publish the costs with proposed rules; notify the Secretary of the need for and anticipated consequences of costly and controversial new rules 30 days in advance of proposal; establish systematic review of existing regulations to assure continued need and effectiveness.

ACCOLADE TO MAINTENANCE MAN

"For his tireless efforts, faithful devotion, vision and determination," Edwin Morey of the Flight Standards Service recently received a special award from the Aviation Technician Education Council (ATEC). Morey, who is assistant chief of the General Aviation Division, received the award in recognition of his work to improve the techniques and standards for aircraft maintenance airmen, resulting in better quality education given by maintenance schools.



EQUIPMENT DISPLAY . . . R. K. Black, Inc., will have a continuous showing and demonstration of 3M copiers, visual training aids, and data analysis systems in Room 206D of the Aviation Records Building. For your convenience, showings will be Thursday and Friday, May 20 and 21, from 9:00 a.m. until 4:00 p.m. each day.

+ + + + +

+	<u>CLARIFICATION OF INSTRUCTIONS ON USE OF CCTV SYSTEM</u> . . .	+
+	Some confusion has been caused by instructions given in	+
+	<u>INTERCOM</u> and <u>Wiretap</u> for voice communication with security	+
+	officers from special entry doors during non-normal duty	+
+	hours.	+
+		+
+	The equipment has been modified from 3-position switch	+
+	boxes to the present 2-button panels. The RED button is	+
+	used only to contact the officer. The BLACK button must	+
+	be kept depressed when you wish to be heard. There is no	+
+	way you can be heard unless the black button is depressed.	+
+		+

+ + + + +

CENTER'S SECURITY CHIEF ARRIVES . . . The Aeronautical Center's new Investigations and Security Division chief, Norwin G. Sanders, reported for duty Monday, May 10. Sanders was in charge of investigations and internal security for the New England Region in Boston, Massachusetts. Prior to that four-year hitch, he was with the Southwest Region in Fort Worth, Texas.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available from your EA office:

- Gaslight Dinner Theater - "BUSYBODY" - Price is \$7.75
- Six Flags Over Texas. \$6.50
- Silver Dollar City in Missouri. Adult \$5.50, Child \$4.50
- Oklahoma Auto Racing on Friday nights.
- Oklahoma City 89er baseball tickets. Book of 10 for \$15.00.
- Six Flags Fun Seekers Card
- Disneyland/Disneyworld Magic Kingdom Club Card
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- FAA business cards: 250 for \$6.50 and 1000 for \$9.00
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May 12, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: May 19, 1976

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Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER COUNSEL</u>		
76-148	Clerk-Stenographer, GS-312-4	AAC-7	312
	<u>PROCUREMENT DIVISION</u>		
76-149	Contract Specialist, GS-1102-11	AAC-70	1102
76-150	Procurement Clerk (Typing), GS-1106-4	AAC-70	1106
	<u>DATA SERVICES DIVISION</u>		
76-151	Computer Programmer, GS-334-9	AAC-330	334
	Promotion potential to GS-11.		
	<u>FAA DEPOT</u>		
76-152	Identification and Condition Verifier, WG-6966-7	AAC-430	JE-6966
76-153	Electronic Technician, GS-856-7	AAC-440	856
	Promotion potential to GS-11 without further competition. The employee selected for this position will be required to sign an employment agreement.		
76-154	Supply Clerk (Typing), GS-2005-4	AAC-484	2005
	Must have passed approved typing proficiency test and be documented in employee's Official Personnel Folder.		
	<u>FAA MANAGEMENT TRAINING SCHOOL</u>		
76-155	Television Production Specialist, GS-1071-11	AAC-500	1071

May 12, 1976

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PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing date: May 19, 1976

Area of Consideration: FINFO Headquarters and OKC FIFO

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-42	Aviation Procedures Clerk (Stenography), GS-301-5	OKC FIFO	300-B
FINFO-76-39	AMENDMENT/Aircraft Maintenance Officer, GS-301-11/12	LAX FIFO	301-7

This announcement is amended to extend the closing date until 05/26/76.

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Clarence Worley	Supvsy. Electronics Engineer	AAC-440	76-61
Karroll Hayes	Management Analyst	AAC-60	76-92
Bobby Privett	Computer Specialist	AAC-310	76-93
Felipe Escobedo, Jr.	"	"	"
David Howard	Electrical Worker	AAC-55	76-98
Marisue Prince	Computer Systems Analyst	AAC-350	76-101
Kathryn Green	Procurement Clerk (Steno)	AAC-70	76-106
Donna Guest	Secretary (Steno)	AAC-480	76-110
Lynn Watts	Electronics Technician	AFS-510	FINFO- 76-30



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-20

May 19, 1976

serving those who fly

FAA CELEBRATES 50TH ANNIVERSARY THIS WEEK

WHAT WERE WE?

Once and for all let's get our name straight. When talking or writing about FAA history, inevitably we drag in the phrase "FAA and predecessor agencies." O.K., let's take a look at exactly what they were. From 1926 (the beginning) until 1933 we were known as the Aeronautics Branch of the Department of Commerce. In '33 our name was changed to the Bureau of Air Commerce, still in the Commerce Dept. In 1938 we became the CAA for the first time. For two years this was an independent body: the Civil Aeronautics Authority. But in 1940--still CAA--we became part of the Department of Commerce again; this time as the Civil Aeronautics Administration. We first went "Federal" in 1958 when we became the independent Federal Aviation Agency. But in 1967 we became the Federal Aviation Administration, part of the newly established Department of Transportation.

The Federal Aviation Administration had its beginnings 50 years ago, when President Calvin Coolidge signed the Air Commerce Act on May 20, 1926, establishing for the first time the Federal government's responsibility to regulate and foster civil aviation. To carry out these new responsibilities, the Aeronautics Branch was created in the Department of Commerce. It was authorized to designate and establish airways, operate and maintain aids to air navigation, arrange for research and development to improve such aids, license pilots, issue airworthiness certificates for aircraft and investigate accidents. The new legislation was widely hailed in the national press. A writer for the magazine U.S. Air Service, for example, called it "The first great step for genuine advancement of commercial aeronautics in America." And these predictions proved out in practice. This year the scheduled airlines will carry well over 200 million people--the equivalent of the entire U.S. population. And the general aviation fleet of more than 160,000 aircraft will transport 100 million more and perform a wide range of vital services. Some 20,000 military aircraft also will be using our common airspace system. The entire nation is indebted to those who glimpsed the potential of aviation in 1926 and acted so decisively to provide legislation that enabled this nation to achieve worldwide aeronautical supremacy.



OBJECTIONS FILED IN AF ELECTIONS

The American Federation of Government Employees (AFGE) has filed objections to the recent Airway Facilities employee representation elections in the Eastern Region and in the Albuquerque AF Sector. Certification of the results of the nationwide AF employee unit elections will be delayed until the Department of Labor investigates and acts upon these objections. Unofficial results of the elections conducted for non-supervisory employees by mail ballot during March and April show FASTA/NAGE winning in all but two units: the Atlanta and Albuquerque AF Sectors.

MECHANIC AWARD WINNERS

A mechanic-owner of an aircraft sales and service business and an American Airlines aviation mechanic have been selected as the national winners of the 13th Annual Aviation Mechanic Safety Awards Program, the Administrator announced last week. William A. Enk, owner and operator of Enk Aviation, Blue Springs, Mo., was named winner in the general aviation category. LaVerne L. Gondles, an aviation mechanic at the American Airlines Maintenance and Engineering Center, Tulsa, Okla., won in the air carrier competition. Enk was selected for his design and development of a low toxicity fire extinguisher system for use in the cabin, fuselage and power plants of general aviation aircraft. Gondles was cited for his consistently high level of professionalism and excellence, and for some 30 suggestions for improved work methods and equipment modifications which have been adopted throughout the American Airlines system, as well as by other airlines. The two winners will receive their awards at Headquarters June 22.

McLUCAS ADDRESSES CONTROLLERS

Administrator McLucas told the PATCO convention last week that human error will continue to plague aviation and must be taken into account in system design. Speaking in San Diego, he said, "I only wish we could design a 'zero defect' air traffic control system, but this is not possible at our present state of the art." Pursuing this point, the Administrator added "The first time a particular kind of accident occurs, it may be no one's fault. The second time, it must be considered a system failure, and steps must be taken to design such accidents out of the system. I believe this approach will lead to better safety all around. But whether we are designing a new degree of safety into the system or merely trying to operate the existing system in optimal fashion, we know that the ultimate safety of any system depends upon the performance and integrity of our people. The importance of all of us knowing our jobs in minute detail and performing them flawlessly cannot be overstressed." Dr. McLucas also said he thought the Concorde SST could be safely accommodated in the ATC system, noting that the military has been conducting supersonic flights for two decades without any particular problems.

TOP FLIGHT INSTRUCTOR

Gregory G. Gorak of Kenosha, Wisconsin, has been named the national winner of the 1975 Flight Instructor of the Year Award co-sponsored by FAA and the Air Safety Foundation of the Aircraft Owners and Pilots Association (AOPA). Gorak, who is assistant chief flight instructor for Gateway Technical Institute of Kenosha, was selected as the national winner because of his record for producing successful, safety-minded applicants for pilot certification and for his initiative in developing effective training methods and training aids.

'AVIATION WEATHER' TO BE GROUNDED

"Aviation Weather," the nation's only official televised FAA weather briefing, has scheduled its final broadcast for June 25. The program will end when the current underwriter's grant runs out. Since January 1974, "Aviation Weather" has been broadcast twice a week as a service to the country's general aviation pilots. The project has been funded by the Air Safety Foundation of the Aircraft Owners and Pilots Association, which has offered a grant of \$25,000 for the next 12 months against program production costs of \$183,000. That means an outside underwriter must come up with an additional \$158,000 to keep the program airborne. The program is produced by the Maryland Center for Public Broadcasting near Baltimore, and is picked up by 215 stations of the Public Broadcasting service in 46 states.



AF CAREERS MAPPED OUT

The Airway Facilities Career Planning Program, Order 3410.12, has been signed by the Administrator. The order, jointly developed by the Airway Facilities Service and the Office of Personnel and Training, will serve as a guide by which employees can systematically plan their career development within AF. Major features include:

- o Consolidation of AF career planning information in a single document;
- o Description of career progression patterns of AF occupational groups;
- o Expansion of the personnel certification program to include electronics installation technicians (EIT), crew chiefs and supervisors;
- o Encouragement of career specialization for electronics technicians;
- o Description of combinations of experience considered desirable for technical management positions;
- o Description of career interface between Airway Facilities and other organizations in related career fields.

LAUDED

Dr. W. Dean Chiles of CAMI has received the Aerospace Medical Association's 1976 Raymond F. Longacre Award. It was presented Thursday evening, May 13, in Miami Beach, Florida, during the honors banquet which closed out the 1976 annual meeting of the Aerospace Medical Association.

Dr. Chiles, Chief of the Human Performance Research Unit at CAMI, is an internationally known authority on complex performance, and has been a major contributor to the areas of workload and work-rest schedules, performance effects of environmental stress and long-term confinement, and methodology of assessing complex operator performance.

EMPLOYEE AWARD . . . Congratulations to Eloise Rose, AAC-130, who received a Quality Step Increase Award based on Outstanding Performance. The award was presented during the Director's staff meeting on May 18, 1976.

HEADQUARTERS PERSONNEL NOTES

INTERNAL PLACEMENT PROGRAMS

In the past few issues of Personnel Notes, we have discussed various provisions of the Merit Promotion Program and the benefits to you as either an employee or supervisor. MPP is only one method which selecting officials may use to fill vacant positions. The other methods are (1) recruitment from outside government, (2) recruitment from other government agencies, and (3) internal placement. For recruitment outside government, a list or "register" of names and applications is obtained from the Civil Service Commission. Persons from other Federal agencies may compete for FAA jobs through the FAA Merit Promotion Program or be reassigned under internal placement procedures. Internal placement actually involves several programs. Under the voluntary reassignment or voluntary downgrade procedures, you may bid (i.e., submit an SF-171 and current performance rating) on any job at or below your grade level for which you believe you qualify. The Reduction-in-Force (RIF), Return and Restoration Rights (RRR) programs and such actions as reemployment, details, administrative relocations, and demotions are also forms of internal placement. All of these staffing procedures are very important tools for the FAA and individual selecting officials and employees. They enable the agency to ensure maximum utilization of employees already in FAA by placing them where their services may be used most effectively. They also provide alternative means for employees to pursue their chosen careers.

YOUR BENEFICIARIES

Is your list of beneficiaries accurate and up-to-date? Beneficiaries are persons named by you to receive money from your government life insurance policy, the Civil Service retirement fund and any unpaid compensation due you in the event of your death. Beneficiaries can also be firms, corporations, or other legal entities. An accurate designation of beneficiaries is very important because it can prevent costly, time-consuming and sometimes tragic legal delays. A designation of beneficiaries can become out-of-date in several ways: A designation of beneficiaries for life insurance or unpaid compensation is cancelled at once if you transfer between Federal agencies. It must be renewed in your new agency. Changes in family status without a corresponding change in designation may result in a settlement to an heir other than the one you may desire. If you have named a beneficiary for your retirement fund other than your spouse, that beneficiary may become ineligible under certain circumstances. Remember also that not all designations are acceptable, e.g. "payment of just debts," "to John if he uses the money for educational purposes," "to Susie when she reaches age 21." In such cases you should designate your estate and stipulate in a will the conditions or restrictions the executor is to follow in handling the benefits. Contact your Personnel Specialist in the Employment Branch, AAC-14, for more information.



Participation of women and men at the Aeronautical Center as members of the Federal Women's Program Committee is vital to the success of the program.

The Federal Women's Program will concentrate on (1) defining possible solutions to the problems of special employment barriers facing women, and (2) working to assure that employment opportunities are made available to women and men equally

without regard to sex, race, color, religion, national origin, or age.

All employees are encouraged to participate and support these activities. Should you desire to serve as a member of the Federal Women's Program Committee, please contact Mattie Francis, Federal Women's Program Coordinator, at Ext. 2203, as soon as possible.

YOUR SIGNATURE IS WORTH DOLLARS! . . . It's true! As an FAA employee, your signature on the receiving copies of purchase orders (FAA Form 45 or 4415-3) means money to the vendor that delivered the goods/services to the Aeronautical Center. The prompt completion of receiving reports (details are on the form and in Order 4456.1 AC Sup 2) insures orderly payment to vendors and prevents the loss of prompt payment discounts. Also, your immediate inspection and reporting of deliveries puts us in a much better position to resolve problems of overages, shortages, damages, etc. May we have your valuable autograph whenever you receive a delivery.



EQUIPMENT DISPLAY . . . R.K. Black, Inc. will have a continuous showing and demonstration of 3M copiers, visual training aids, and data analysis systems in Room 206D of the Aviation Records Building. For your convenience, showings will be from 9:00 a.m. to 4:00 p.m. on Thursday and Friday, May 20 and 21.

SIGNS THAT SPEAK FOR THEMSELVES

Public Services



Telephone



Mail



Bus



Elevator



Information

SECURITY NOTE

CUSTODIANS TO MAKE COMBINATION CHANGES

Effective May 12, 1976, each organization at the Aeronautical Center is responsible for changing their own storage container combinations. This requirement is stated in Order 1600.2A. Security Specialists from AAC-90 will provide custodians and alternates with instructions necessary to make safe combination changes. Requests for assistance should be made in writing to AAC-90.

Safe combinations are required to be changed:

1. At the time the container is received by the office which will use it.
2. At least annually.
3. When there is reason to believe that an unauthorized person may have learned the combination.
4. When a person who knows the combination transfers (including inter-office transfers) or terminates.
5. When the container is to be used to store material of a high classification than the clearance level of one or more of the persons who know the current combination.

Additional requirements and guidance pertaining to the storage of classified materials are set forth in Chapter VI, FAA Order 1600.2A.

* * * FROM YOUR EMPLOYEES ASSOCIATION * * *

The following tickets and services are available from the EA:

- Gaslight Dinner Theater - "Busybody" - Price \$7.75.
- All American Horse World Exposition Show, June 1-12. Tickets on sale at the EA Office for \$2.00 ea.
- Oklahoma Auto Racing on Friday nights.
- Six Flags Over Texas. Price \$6.50 ea.
- Silver Dollar City in Missouri.- Adult \$5.50, Child \$4.50.
- Six Flags Fun Seekers Card
- Disneyland/Disneyworld Magic Kingdom Club Card
- Hunting and fishing licenses. Oklahoma non-resident licenses.
- FAA business cards: 250 for \$6.50, and 1000 for \$9.00.
- Duplicating machine - 10¢ per copy.

Your Employees Association will be sponsoring two trips to Six Flags Over Texas this summer. The first one will be a bus trip on June 26, and the second one will be a week-end trip on the Amtrak Train July 24 and 25. For more information and making reservations, contact your EA Office.

May 19, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: May 26, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>AERONAUTICAL-CENTER WIDE</u>			
76-157	Secretary (Stenography), GS-318-4	Aero. Center	318
<u>ACCOUNTING DIVISION</u>			
76-158	Travel Vouchering and Control Clerk, GS-501-5	AAC-21	500
76-159	Accounting Clerk, GS-501-5	AAC-21	500
This announcement will be used to fill like positions in the Accounting Division for a 90-day period.			
<u>FAA DEPOT</u>			
76-160	Equipment Cleaner, WG-7009-6	AAC-440	JE-3701
76-161	Quality Assurance Specialist, GS-1910-5	AAC-450	1910
Promotion potential to GS-9 without further competition.			
76-162	Teletypewriter Repairer, WG-2509-11	AAC-440	JE-2509
76-163	Supply Clerk, GS-2005-5	AAC-482	2005
<u>AIRCRAFT SERVICES BASE</u>			
76-164	Silk Screen Printer Helper, WG-4419-5	AAC-830	JE-4419
Position has promotion potential to the WG-9 level.			
76-165	Aircraft Mechanic, WG-8852-10	AAC-830	JE-8852
76-166	Sheet Metal Mechanic (Aircraft), WG-3806-10	AAC-830	JE-3806
76-167	Machinist, WG-3414-8/10/12	AAC-830	JE-3414
Position may be filled at any of the above grade levels. If a candidate is selected at one of the lower levels he/she may be noncompetitively promoted to the WG-12 level.			
76-168	Sheet Metal Mechanic Leader (Aircraft), WL-3806-11	AAC-830	JE-3806
76-169	Aircraft Upholster Leader, WL-3106-10	AAC-830	JE-3106
For temporary promotion NTE 1 year. The incumbent's temporary promotion may be made permanent without further competition.			

May 19, 1976

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PROMOTION PLAN ANNOUNCEMENT (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
76-170	Electronics Technician, GS-856-11	AAC-835	856
76-171	Aircraft Records and Scheduling Specialist, GS-301-9	AAC-850	301
Candidates must possess an A & P license.			
76-172	Supervisory Production Controller, GS-1152-12	AAC-850	1152
For temporary promotion NTE 1 year. The incumbent's temporary promotion <u>may</u> be made permanent without further competition.			
<u>TRANSPORTATION SAFETY INSTITUTE</u>			
TSI-76-1	Deputy Director, Transportation Safety Institute, GS-301-15	TSI	301-7

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing date: June 2, 1976

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-43	Aviation Procedures Clerk (Stenography), GS-301-5	ACY FIFO	300-B

Area of Consideration: ACY FIFO and NAFEC

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Larry Dunnam	Quality Assurance Spec. (Aerospace)	AAC-820	76-21
William Collie	Quality Assurance Spec. (Aerospace)	AAC-820	76-21
Ruby Simmons	Clerk-Stenographer	AAC-820	76-51
Nancy Brown	Clerk-Stenographer	AAC-951	76-51
Marie Cobb	Clerk	AAC-260	76-71
Sidney Haiko	Equip. Spec. (Aircraft)	AAC-830	76-73
Virgil Turner	Quality Assurance Spec.	AAC-820	76-83
Hobart D. Mattison	Airspace System Insp. Pilot	AFS-510	FINFO-76-31



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-21 May 26, 1976

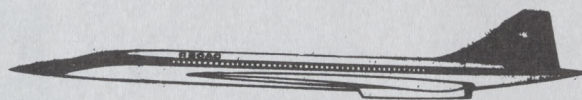
serving those who fly

ENGINE SAFETY MEASURE PROPOSED

FAA has issued a proposed Airworthiness Directive which would require modification of the General Electric CF6-50 engines used on DC-10 aircraft to enhance their capability to withstand bird ingestion. There have been several instances of excessive pressure and explosion in the CF6-50 engine, evidently caused by bird ingestion, including the non-fatal Overseas National Airways accident at New York's JFK Airport last November. The proposed Airworthiness Directive would require replacement of the epoxy material in the shrouds with aluminum honeycomb by June 1, 1977. Comments on the proposal submitted to FAA on or before July 31 will be considered before final action is taken on the proposal.

STORM HAMMERS GUAM

Typhoon Pamela ripped into Guam with winds up to 170 mph last Friday, blowing away equipment and knocking out the island's air traffic control facility, but apparently causing no injuries to FAA personnel or serious structural damage to employee housing. Initial reports of damage were made only from inside the buildings--no one dared go out in the screaming winds. The Honolulu ARTCC took over air traffic functions from the Guam center/approach control (CERAP) shortly after midnight.



CONCORDE LANDS

A Federal Appeals Court in Washington last week upheld Transportation Secretary Coleman's decision permitting U.S. flights by the supersonic Concorde on a trial basis. The three-judge panel said the Secretary's action "is not arbitrary or capricious or otherwise in violation of the law." The ruling apparently cleared the way for this week's inaugural Concorde flights to Dulles International Airport by Air France and British Airways although legal obstacles to Concorde operations at New York's JFK Airport still remain. Flights from Paris and London were expected to arrive at Dulles within minutes of each other on May 24 with return flights slated for the following day. FAA Administrator McLucas said the Concorde will be subject to the closest environmental scrutiny in aviation history. He explained that FAA will "monitor every Concorde flight and keep detailed records of noise,"

(continued on page 2)

SICK IS SICK, NOT TIRED

The Civil Service Commission recently re-emphasized the requirements for using sick leave. CSC pointed out two separate but similar cases in which the Federal Labor Relations Council and the Comptroller General disapproved sick leave for air traffic controllers who were unable to work due to fatigue from staying up late to care for sick family members. The decisions were based on CSC opinion that sick leave regulations must be strictly interpreted. The regulations state that sick leave can be used when an employee is incapacitated by sickness, injury or pregnancy and confinement; for medical, dental, or optical examination or treatment; or is caring for an immediate family member who has a contagious disease. If these conditions are not met, annual leave can be used, but not sick leave.

THREE NEW TOWERS

A \$1.2 million contract for the production, delivery and erection of three prefabricated airport traffic control towers was awarded last week to Hunt Building Corp. of El Paso, Texas. The new towers will be built at Philip Billard Municipal Airport, Topeka, Kansas; Caldwell-Wright Airport, Fairfield, N.J.; and Page Field, Fort Myers, Florida. Tower sections will be fabricated at the factory and transported to the sites where they will be lifted into place by a crane. The hexagonal shaped cabs provide controllers with approximately 230 square feet of space. Additional space for offices, storage, training and equipment is available in the floors below the cab.

CONCORDE (cont'd from page 1)

vibration and engine emission levels to assist in making a fair and impartial decision on whether to let the Concorde continue service to the U.S. after the trial period is completed." FAA was given responsibility for monitoring the flights by Secretary Coleman as part of his decision authorizing limited Concorde flights to Washington and New York for a trial period up to 16 months. Although the supersonic service provided by Air France and British Airways is scheduled to start at Dulles this week, no date has been set for flights to JFK Airport. The agency's monthly reports on the environmental effects of the plane will be made available to the public.

SUPERVISORS, WOMEN AND WORK

Here is some good advice for male supervisors of working women, courtesy of Federally Employed Women, Inc. (FEW), Washington, D.C.

- Don't assume that women:
- Don't want careers
- Aren't interested in certain fields
- Won't accept travel assignments
- Can't take valid criticism
- Do:
- Treat women as adults
- Assign tasks on the basis of ability, not traditional roles
- Make the same developmental opportunities available to men and women
- Expect the same productivity, responsibility and participation of men and women
- Ask women's opinion before making a decision.

May 26, 1976

HAPPY LANDING AT MEADOWS FIELD

Everything seemed to be normal as the student pilot approached Meadows Field airport in Bakersfield, California. Suddenly, panic stricken, the pilot radioed she was out of gas. Tower controller Louis Ellero immediately cleared her to land on any runway. Seeing the plane (which apparently had a few drops of fuel left) overshoot the final approach, Ellero calmly but firmly advised the pilot to go around and maintain airspeed. Minutes later, plane and pilot were safely on the runway. During April, 263 flight assists were reported--114 by towers, 114 by flight service stations, and 35 by enroute centers. A total of 438 people were reported on board the aircraft involved.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-15/76, Technical Officer, Joint Financing, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by May 18, 1976. IRAN, 2 years - TA-76/38 Logistics Officer, Level 4, Step 1, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by June 21, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

SHHHHH

The terms, TOP SECRET, SECRET and CONFIDENTIAL, can be used only for classified National Security information, and cannot be used for any other type of information or as part of any other protective caveat. "For Official Use Only" is to be used for sensitive unclassified information, and is the only restrictive administrative caveat authorized for use within the FAA.

AVIATION WEATHER PUBLICATIONS

"Aviation Weather" and "Aviation Weather Services" are the titles of new publications produced jointly by FAA and the National Oceanic and Atmospheric Administration. Formerly contained in a single volume, the publications will be useful to pilots and other aviation personnel.

"Aviation Weather" is a general text on the principles of meteorology and application to flight operations. "Aviation Weather Services" describes the services provided by FAA facilities, and discussed interpretation of weather observations and the use of weather charts and includes conversion tables. Limited quantities are available at no charge to FAA employees. Write to the Office of Public Affairs, APA-230, Washington. Publications are also available from the Government Printing Office: \$4.50 for "Weather" (AC 006A), and \$1.95 for "Services" (AC 00-45).

May 26, 1976

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EQUIPMENT DISPLAY . . . Audio Equipment Company will have a continuous showing and demonstration of NORELCO word processing systems in Room 206A of the Aviation Records Building on Thursday, May 27, from 9:00 a.m. until 4:00 p.m. On display will be the complete line of dictating/transcribing equipment made by Norelco. All interested personnel are invited to attend.

INTER-OFFICE MAIL . . . To reduce the possibility of inter-office mail in letter-size envelopes being misrouted to the Post Office, the following procedure is suggested:

1. Clearly mark the envelope with the addressee's routing symbol and name (if for one individual only).
2. Identify the sender's routing symbol on the envelope.
3. Place the envelope inside a messenger envelope (SF-65-B) and mark with the addressee's routing symbol.

This procedure will help assure delivery of the material to the intended addressee.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at your EA Office:

- Six Flags Over Texas. \$6.50 ea.
- All American Horse World Exposition, June 1-12. \$2.00 ea.
- Gaslight Dinner Theater - "BUSYBODY" - \$7.75 ea.
- Silver Dollar City in Missouri. Adult \$5.50, Child \$4.50.
- Oklahoma Auto Racing - Friday nights.
- Six Flags Fun Seekers Card.
- Disneyland/Disneyworld Magic Kingdom Club Card.
- Hunting and fishing licenses. We have Oklahoma non-resident licenses.
- Duplicating machine - 10¢ per copy.

Golf Tournament on June 5. Sign up by Friday, May 28.

Watch for the June 2 issue of the Wiretap for further information on the bus trip and Amtrak trip to Six Flags Over Texas.

May 26, 1976

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: June 2, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>BUDGET DIVISION</u>			
76-176	Secretary (Stenography), GS-318-4	AAC-30	318
	This position has promotion potential to GS-5 without further competition.		
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
76-177	Secretary (Stenography), GS-318-6	AAC-40	318
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
76-178	Secretary (Stenography), GS-318-5	AAC-240	318

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: June 9, 1976

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-45	Electronics Technician, GS-856-12	OKC FIFO	856

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Ronald Bragg	Aviation Safety Insp. (Ops-Instr)	AAC-950	76-10
Thoville Smith	"	"	"
Wilma Branham	Shipping Clerk	AAC-430	76-27
Clara Keel	"	"	"
Morris Wallace	Supvsy. TV Production Specialist	AAC-500	76-82
Monroe Miller	Quality Assurance Specialist (Elec)	AAC-820	76-102
Chester Hubbard	Sheet Metal Mechanic	AAC-440	76-109
Joe Wood	Equipment Specialist (Aircraft)	AAC-840	76-112
Charles Brill, Jr.	Bindery Worker	AAC-45	76-119
Gerald Goodnight	Electronic Engineer	AAC-440	76-120



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-22 June 2, 1976

serving those who fly

CONCORDE DEBUTS IN USA

The Concorde SST made history last Monday as it flew into Dulles International Airport after carrying the first paying passengers to America at supersonic speed. Two aircraft--British Airways and Air France--arrived within minutes of each other after flights from London and Paris in just under four hours at twice the speed of sound. The flights were greeted by Washington VIPs, hundreds of newsmen and thousands of sightseers who crammed into every available observation space at the airport and backed up traffic on the airport access road for more than five miles. FAA and other government officials also were on hand to take noise readings. Results showed that both Concorde were less noisy on arrival than a 707 that landed in the same general time period. On takeoff the next day, the Air France aircraft was considerably noisier than a 707, although it was disclosed later that the aircraft was using afterburners as it passed over the monitoring site, thus increasing the readings. Noise readings from the British takeoff were not immediately available because the pilot changed runways at the last moment, and portable monitoring equipment was not repositioned in time to get a valid reading. Use of an unmonitored runway will not be permitted on future flights. Concorde will (Continued on page 3)

NASA TAKES OFF WITH AVIATION SAFETY REPORTS

Encouraging results are reported by the National Aeronautics and Space Administration after its first month in charge of the revised Aviation Safety Reporting Program. Since assuming responsibility for the reporting program on April 15, NASA has received 407 reports, which exceeds the monthly peak of 247 received by FAA when it was running the program during the preceding year. Of the reports, 67% were from pilots, 29% from air traffic controllers and 4% from others. Types of incidents reported were: air traffic control and aircraft separation, 55%; airports and facilities, 10%; and other, 15%. NASA says it is extremely gratified with the high quality of the reports, which are said to be prepared with considerable thought and diligence. NASA operates the program under a system that protects the anonymity of persons who file reports or are involved in reported incidents and alerts FAA to any safety problems requiring corrective action.

MOBILE BLOOD UNIT TO VISIT AERONAUTICAL CENTER . . . Mobile Blood Unit will be at the Aeronautical Center, Thursday, June 10. Blood is badly needed to replenish our reserves. Please call Mary Chastain, X4159, or Olivia Hail, X4707, for an appointment to give.

NEW X-RAY UNIT

A new type of X-ray that does not require monitoring by humans and doggedly sticks to the job when humans might get tired or distracted was tested by the agency recently at the Allegheny Airlines terminal at Greater Pittsburgh International Airport. The device, which was developed by the Westinghouse Electric Corporation under an FAA contract, is intended to screen checked luggage automatically for explosives and sound an alarm when a bomb is suspected. It works on the principle that explosives absorb more X-ray energy than the material usually found in a suitcase and that sensors can detect this higher absorption. Whereas conventional X-ray systems display a picture of the contents of a piece of luggage and must be watched by an alert attendant, this system rings a bell and flashes a light when it detects something suspicious.

EXCHANGING IDEAS

Speaking to the 8th Annual Aviation Review Conference in Washington last week, Administrator McLucas characterized the Review as an example of "open government" practiced by FAA. He said, "We are bringing together a group of people who have a lot to do with the National Aviation System and who can help us sort out and solve some of the principal issues facing our industry. We are looking forward to a good exchange of viewpoints on aviation matters." He ended his welcoming speech by calling on the participants to "pool our best thinking to develop solutions to our problems that will benefit all of us."

PROBE REFUTES INTERCEPT CHARGES

A Congressional committee investigating charges that military planes operating off the southeast U.S. coast have used civilian aircraft as practice targets found these charges were undocumented and misleading. Previous FAA investigations of the allegations by controllers made on the CBS "60 Minutes" TV program last December also concluded the charges were without foundation. The House Government Operations Subcommittee report did suggest that military planes "spilling out" of offshore warning or practice areas could be misinterpreted as mock intercepts by FAA radar controllers. The report also warned that danger of midair collisions between civilian and military planes exists where offshore warning areas are extensively used for combat practice. The lawmakers recommended that improved radar be installed in Fleet Area Control and Surveillance Facilities and that instantaneous communication be set up between FAA enroute centers and FACSFACs.

FAA LINKED TO RTCA

FAA has become "keeper of the plaque" for the Radio Technical Commission for Aeronautics. In a brief ceremony last week, RTCA gave the agency a plaque symbolizing the \$1,000 William E. Jackson award, first presented last year, which will be given annually by RTCA to an outstanding student studying aviation electronics or telecommunication systems. William E. Jackson, who died in 1972, was a long-time CAA/FAA employee who pioneered airways, air traffic control and aviation communication systems. The plaque also signifies the recent designation of FAA as official sponsoring agency of RTCA.

June 2, 1976

ITALIAN EARTHQUAKE RELIEF

The State Department has urged U.S. citizens not to collect goods for shipment to Italy for relief of the earthquake-torn areas. Instead, cash donations may be made to various charity agencies. The Italian government has not asked for shipment of goods. Collection of unsolicited food, clothing, etc. only creates difficult logistics problems. Cash donations may be made to the American National Red Cross, Catholic Relief Services, The Salvation Army, the Save the Children Foundation and Italian Charities of America. Donations should be designated "For Italy Earthquake Relief."

SOMEBODY ALMOST LIKES US

A recent article in the trade newspaper, *Western Flyer*, offers best wishes to FAA on its 50th anniversary--sort of. After writing that "the organization does have a few problems," the author goes on to say, "But what the heck, FAA, you're 50 years old and I congratulate you. You make life miserable for us sometimes, but you may also be the reason a lot of us are still flying. If pilot proficiency were not required and aircraft maintenance standards so vigorously maintained, we might still be getting a lot of forced landing experience...." Thanks, *Western Flyer*--we think.

CONCORDE DEBUTS

(Continued from page 1) fly to the U.S. for a trial period of up to 16 months, and data gathered during this time will be used by the Secretary of Transportation in deciding whether permanent service will be allowed. Permission has been granted by the Secretary for al flights to both Dulles and JFK Airport in New York, but flights to JFK are still blocked by the airport operator.

BAGGAGE CHECKS GO SMOOTHLY

A month's experience with the agency's regulation requiring the screening of checked luggage has shown that it is causing no measurable delays or significant inconvenience to airline passengers. Public acceptance of the new regulation indicates that the vast majority of airline travelers recognize the need for the program and support it. The new rule, which requires the use of scientific guidelines to screen checked luggage for explosives, went into effect at all airline airports on April 15. It was adopted to fight the world-wide rise in bombing incidents such as the one at LaGuardia airport last Dec. 29 in which 11 persons died. Although no explosives have been discovered so far, a number of incidents involving other criminal activities--such as carrying marijuana or undeclared firearms in checked baggage--have been uncovered. These discoveries are viewed as confirmation of the basic validity of the guidelines.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). BUENOS AIRES, ARGENTINA - TA-76/37 Civil Aviation Security Adviser/Instructor, duration - 6 months, Level V, Step 1, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Language requirement: command of Spanish. Applications due in AIA-29 by June 22, 1976. MONTREAL, 2 years - PC-16/76 Aviation Medical Officer, p-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by June 25, 1976. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

June 2, 1976

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FLYING CLUB MEETING SCHEDULED . . . The June membership meeting of the FAA Flying Club will be held on Saturday evening, June 5, 1976, at the Heritage House Restaurant, Northwest Highway and N.W. 63rd Street. Dinner will be served at 6:30 p.m. for \$5.00 per person.

Speaker for the evening will be Mr. Kenneth Whittaker, Special Agent in charge of the Oklahoma City Division of the Federal Bureau of Investigation. Mr. Whittaker has been with the FBI since 1951 and was appointed to the Oklahoma City Office in February 1975.

Telephone Mr. Mac McCabe, 721-1136, before 5:00 p.m. Thursday, June 3, for reservations. Prospective members and guests are welcome.

FAIR LABOR STANDARDS ACT. . . A new video-tape concerning the Fair Labor Standards Act entitled "FLSA and You" will be shown for all supervisors in the Headquarters Building Auditorium on Friday, June 4, 1976. Showing times are: A.M. Showings at: 9:00, 9:30, 10:00, 10:30 and 11:00 and P.M. Showings at: 2:00, 2:30, 3:00, 3:30 and 4:00.

All supervisors are strongly urged to attend one of these showings.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at your EA Office:

- Six Flags Over Texas. \$6.50 ea.
- Silver Dollar City in Missouri. Adult \$5.50, Child \$4.50.
- Gaslight Dinner Theater - "BUSYBODY" - Last week - Last week - \$7.75 ea.
- Oklahoma Auto Racing - Friday nights.
- Six Flags Fun Seekers Card.
- Disneyland/Disneyworld Magic Kingdom Club Card.
- Hunting and fishing licenses. We have Oklahoma non-resident licenses.
- Duplicating machine - 10¢ per copy.

Making reservations now for the bus trip and train trip to Six Flags Over Texas. Bus trip June 26th. and train trip July 24th. & 25th.

EMPLOYEE AWARD . . . Congratulations to ELWYN WILDEY, AAC-823, Avionics Inspection Unit, Quality Control Branch, Aircraft Services Base, who was given an Outstanding Rating and a Quality Within Grade Award at the Director's Staff Meeting, Tuesday, June 1, 1976.

June 2, 1976

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: June 9, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
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ADMINISTRATIVE SERVICES DIVISION

76-179	Clerk, GS-301-5	AAC-44	300-B
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Requires specialized experience relating to coding of ADP products.

CIVIL AEROMEDICAL INSTITUTE

76-180	Medical Technician, GS-645-5	AAC-101	645
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DATA SERVICES DIVISION

76-181	Peripheral Equipment Operator, GS-332-3	AAC-340	332
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Incumbent must work a rotating shift. Promotion potential to GS-4 without further competition.

FAA DEPOT

76-182	Electronics Technician, GS-856-11	AAC-444	856
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Must have ground Nav-Aids specialized experience. Temporary promotion not to exceed 6 months.

76-183	Electronics Engineer, GS-855-11	AAC-440	800
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Promotion potential to GS-12 without further competition.

FAA ACADEMY

76-10	*UPDATE/Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AAG-953	1825
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Applicants who previously made application as a result of this announcement need not reapply. A minimum of one year FAA experience within the last six years as a supervisor, inspector, engineer, or specialist at a Flight Standards office (Washington, region/NAFEC, NFO or field) or ATC facility is required for selection to this position.

76-137	*Airspace System Inspection Pilot (Instruction), GS-2181-12/13	AAC-954	2181
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A minimum of one year of FAA experience within the last six years is required as a supervisor, inspector, engineer or specialist at a Flight Standards office (Washington, region/NAFEC, NFO or field) for selection to this position.

PROMOTION PLAN ANNOUNCEMENTS (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
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	<u>FAA Academy (cont'd)</u>		
76-138	Aerospace Engineer (Instruction) GS-861-12/13	AAC-955	2181

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

76-139	*Aviation Safety Inspector (Manufacturing- Instruction), GS-1825-12/13	AAC-955	1825
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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. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

76-156	*Aviation Safety Inspector (Airworthiness- Instruction), GS-1825-12/13	AAC-955	1825
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A minimum of year of FAA experience within the past six years as a supervisor, inspector, engineer, or specialist at a Flight Standards office (region or field) is required for selection to this position. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

An FAA mechanic certificate with airframe and powerplant ratings is required.

*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

serving those who fly

76-23 June 9, 1976

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THUNDERSTORMS MONITORED

A five-month test of a new procedure for alerting pilots to thunderstorm activity within 30 miles of airports began last week at five of the nation's busiest airports. The test, organized by FAA and the National Weather Service, is being conducted at three New York area airports, La Guardia, JFK and Newark, as well as at Washington National and Philadelphia International airports. Radar observers at National Weather Service stations will notify the meteorologist at the agency's Central Flow Control facility in Washington when they spot a strong thunderstorm within 30 miles of one of the test airports. The FAA meteorologist will then pass along information on the storm's location, intensity, height and movement to the appropriate air traffic control facility for relay to pilots in the affected area. ATC facilities participating directly in the test program are the New York and Washington enroute centers, the New York Common IFR Room, which handles instrument approaches and departures at the three New York airports, and the control towers at the five test airports. Test results will be evaluated by FAA and the National Oceanic and Atmospheric Administration (NOAA). Comments from pilots operating at test airports are being solicited.

TOP ATC FACILITIES NAMED

The Atlanta Air Route Traffic Control Center, the Miramar, Calif., Radar Air Traffic Control Facility and the Minot, N.D., Flight Service Station have been named air traffic facilities of the year for 1975. Controllers at Atlanta vastly improved flow control and the general efficiency of the center by testing and initiating an ambitious Delay Reduction Plan during the year. The effort resulted in reducing the number of operational sectors from 47 to 40 and in reducing arrival delays in the Atlanta area by 58 percent. While all this was going on, system errors at the center were reduced by 30 percent. During the year, the Miramar RATCF reached the 300,000 operations mark and was classified a level IV facility. The radar facility controls all types of military and civilian aircraft arrivals and departures for eight civilian and four military airports, as well as for Tijuana Airport across the border in Mexico. Besides handling the unprecedented volume of traffic during the year, controllers at Miramar were involved in 34 flight assists. For the second year in a row, flight services provided by the Minot FSS increased significantly. In 1975, there was a 16% jump over 1974. The station provided flight services for 150,462 aircraft (Continued on page 3)

AND THEN THERE WERE 20

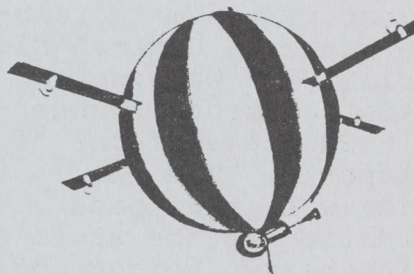
After 34 years of vigilance over the Big Sky of Montana and surrounding states, the Great Falls enroute center pulled the plug on its systems and closed down June 6. Giving up its last two sectors to the Minneapolis center, Great Falls leaves the field of enroute air traffic control to 20 automated centers in the conterminous 48 states. Ironically, Great Falls pioneered the use of radar data tags--alphanumerics--now used by the 20 centers, but the Great Falls computer system was not compatible with the newer systems in those centers. The 73 employees of the decommissioned center either transferred, retired or remained at other agency facilities in Great Falls.

LAWMAKERS AGREE ON ADAP BILL

A House/Senate conference committee has agreed to a five-year Airport/Airway bill totaling \$5.6 billion. The bill, which must still be voted on by both houses, provides annual funds from \$500 million to \$610 million for both air carrier and general aviation airport development in FY 1976-80. Also funded are FAA Facilities and Equipment, ranging from \$312.5 million in FY 1976 to \$250 million in FY 1980. Research and Development amounts range from \$109.35 million to \$50 million. The bill prohibits FAA from closing down flight service stations, except within the area of a single enroute center chosen as a demonstration site for consolidating up to five FSSs. Eliminated from the conference bill was earlier language which would have restricted operation of civil supersonic aircraft at airports requesting development funds. Setting a precedent, the bill provides funds for passenger facilities at air carrier airports in addition to "airside" facilities used by aircraft.

SHIPS OF THE SKY

Over at NASA (National Aeronautics and Space Administration), where the rocket has been king for decades, they are cranking up plans for lighter-than-air-craft. The airships, or inflated balloon, which flew more than a century before the airplane, may be used to lift heavy loads in the modern world. NASA is investigating a short-haul, people carrying, blimp-like airship. It would be about 200 feet long and carry 80 passengers at about 175 miles an hour. Presumably, it would be quiet and economical. The other major concept under study is a vehicle to transport large, heavy payloads over comparatively short distances. This hybrid airship combines features of large dirigibles and helicopter-type rotorcraft to increase lifting capacity --possibly up to 250 tons. We'll see....



CONTROLLER LAWSUIT QUASHED

Controllers' bid to shorten their workweek and change hiring practices at Chicago's O'Hare Tower was blocked recently when a U.S. District Court granted the government's motion to dismiss a law suit brought by the controllers. The controllers, alleging their working conditions were unsafe, had asked the District Court for the Northern District of Illinois for a shorter workweek and the change in hiring practices and also for the installation of certain new equipment in the facility. In dismissing the suit, the judge stated that the plaintiffs had failed to exhaust available administrative remedies.

June 9, 1976

ATC (Continued from page 1) operations. This works out to over 18,000 flight services per specialist. And it all paid off too: 30 percent of the people at the station received promotions during the year.

EXPERT ADVICE

A new Technical Advisory Committee, which will provide independent expert advice on the agency's technical efforts related to the National Airspace System and other major programs, holds its first meeting on June 7 in Washington, D.C. The top level committee is composed of 15 experts drawn from industry, universities and Federal and state agencies. Its chairman is Robert G. Loewy, Vice President and Provost of Rensselaer Polytechnic Institute, Troy, N.Y.; the executive director is Thomas M. Johnson, Chief, Technical Programs Division, FAA Office of Systems Engineering Management. Formation of the committee was recommended by the Report of the Secretary of Transportation's Task Force on the FAA Safety Mission in April 1975. Among other things, the committee will be on the look-out for areas of duplication in research conducted by FAA and by other government agencies, industry or universities.

TAKE OFF WITH CARE

"Accident statistics of recent years indicate that adequate preflight preparation is lacking," said the National Transportation Safety Board in a report issued recently. NTSB appealed to general aviation pilots to "accept a personal challenge" to reverse an upward trend in takeoff accidents. The Board also made several recommendations to FAA regarding emphasis on preflight planning during pilot training.

In 1973 and '74, the Board said, takeoff accidents accounted for growing percentages of all fatal general aviation accidents compared to the preceding five years. The Board urged pilots to improve knowledge of their aircraft and factors affecting it on takeoff, such as wind, runway, weight and balance, density altitude and ice and frost.

PREVIEW OF JUNE 'FAA WORLD'

The new National Air and Space Museum, "Where Eagles Still Fly," opens next month, and WORLD gives you a look at its exciting slice of history... "After Disaster Strikes-- FAA Gets It All Together Again" recounts this year's emergency readiness exercise... The Great Falls "Center Hands Off Big Sky Country" is the story of the closing of the ARTCC where alphanumeric began... What's it like for technicians at remote sites? "On Top of Old Brushy...and other LRR Sites" gives a mini-picture...the June issue also carries Federal Notebook, Direct Line, Faces and Places and Small World.

ICAO SEEKING APPLICANTS

MONTREAL-Director, Legal Bureau, PC-7/76, 3 years. Salary range-D Step II, Gross: U.S. \$43,270-45,690 per annum and Net (free of tax): U.S. \$28,235-29,445 per annum. Qualifications required: Advanced university degree in law or high professional legal qualifications. Extensive, high level experience, in a government or international organization, in: (a) giving legal opinions on a wide variety of subjects; (b) legal drafting; (c) judicial procedure and practice; (d) (d) practical problems of international law including air law. Applications due in AIA-29 by July 13, 1976. Federal employees accepting ICAO assignments are entitled to restoration rights. Additional information about duties, salary, qualifications and benefits is available at your manpower office.

June 9, 1976

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DR. TOBIAS ON DANNYSDAY . . . Dr. Jerry Tobias of CAMI will be a guest on KTVY's "Dannysday" Program on Thursday, June 10, 11:30 a.m. Dr. Tobias will discuss with Danny Williams noise pollution and community noise problems as it affects all of us.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at your EA Office:

- Six Flags Over Texas. \$6.50 ea.
- Silver Dollar City in Missouri. Adult \$5.50, Child \$4.50.
- Gaslight Dinner Theater. \$7.75 ea.
- Oklahoma Auto Racing - Friday nights.
- Six Flags Fun Seekers Card.
- Disneyland/Disneyworld Magic Kingdom Club Card.
- Hunting and fishing licenses. We have Oklahoma non-resident licenses.
- Motorcycle Races, June 18th.
- Duplicating machine - 10¢ per copy.

Making reservations now for the bus trip and train trip to Six Flags Over Texas. Bus trip June 26th, and train trip July 24th. and 25th. Deadline for bus trip will be June 18th.

What Were We?



Once and for all let's get our name straight. When talking or writing about FAA history, inevitably we drag in the phrase "FAA and predecessor agencies." O.K., let's take a look at exactly what they were. From 1926 (the beginning) until 1933 we were known as the Aeronautics Branch of the Department of Commerce. In '33 our name was changed to the Bureau of Air Commerce, still in the Commerce Dept. In 1938 we became the CAA for the first time. For two years this was an independent body: the Civil Aeronautics Authority. But in 1940--still CAA--we became part of the Department of Commerce again; this time as the Civil Aeronautics Administration. We first went "Federal" in 1958 when we became the independent Federal Aviation Agency. But in 1967 we became the Federal Aviation Administration, part of the newly established Department of Transportation.

June 9, 1976

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: June 16, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>PLANT ENGINEERING DIVISION</u>			
76-184	Electrical Engineering Technician, GS-802-11	AAC-54	802
<u>DATA SERVICES DIVISION</u>			
76-185	Computer Aid, GS-335-4 Incumbent must work a rotating shift. Promotion potential to GS-5 without further competition.	AAC-340	335
<u>FAA DEPOT</u>			
76-186	Supply Clerk, GS-2005-5 Applicants must have valid government vehicle operator's license to operate fork lifts and various other light to medium vehicles. Must be able to perform manual labor.	AAG-430	2005
76-187	Painter, WG-4102-9	AAG-440	JE-4102
76-188	Electronics Technician, GS-856-9 Must have 1 year ground radar/microwave experience at GS-7 or comparable wage grade.	AAG-440	856
76-189	Secretary (Stenography), GS-318-5	AAG-450	318
<u>AIRCRAFT SERVICES BASE</u>			
76-175	Supervisory Aerospace Engineer, GS-861-14	AAC-840	800
<u>FAA ACADEMY</u>			
76-190	Secretary (Stenography), GS-318-5	AAC-910	318
76-173	*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, Washington office of Air Traffic Service or in an Air Traffic position with the FAA Systems Research and Development Service.

June 9, 1976

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PROMOTION PLAN ANNOUNCEMENTS (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
76-174	<u>FAA ACADEMY (cont'd)</u> *Air Traffic Control Specialist (Center-Instruction), GS-2152-13	AAC-931	2152

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

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

76-191	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Secretary (Stenography), GS-318-5	AAC-1020	318
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PROMOTION PLAN ANNOUNCEMENT FOR FINFO

Area of Consideration: FAA-Wide

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-44	Aircraft and Avionics Maintenance Officer, GS-301-14	LAX FIFO	301

Interested candidates covered by the Aeronautical Center Promotion Plan must submit the required forms as specified in the Aeronautical Center INTERCOM.

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Donald Sturgis	TV Production Specialist	AAC-43	76-42
Susan Billy	Clerk-Stenographer	AAC-140	76-51
Tommy Duncan, Sr.	Electrical Equipment Repairer	AAC-440	76-68
Thomas Glover	Aircraft Mechanic	AAC-830	76-74
Robert Howard	"	"	"
Lowell Smith	"	"	"
Gary Christian	"	"	"
Louie McKenzie	Aircraft Mechanic Leader	AAC-830	76-84
Emory Vanover	"	"	"
August Marigny	Education Specialist	AAC-930	76-90
Linda Agee	Peripheral Equipment Operator	AAC-340	76-99



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-24

June 16, 1976

serving those who fly

LANDING THREE AT A TIME

Controllers are cutting holding delays at Chicago's O'Hare Airport these days by landing planes three at a time on three separate runways when weather conditions permit and traffic warrants. The triple approach and landing procedure is used for brief periods--usually not more than 45 minutes-- to reduce peak traffic loads. During these peaks, one controller is assigned to each runway to direct landing operations on that particular strip of concrete. The tower reports that using the three approach runways "can empty the system in record time and prevent delays." Minimum weather conditions for the three approach runway operations is an 1800 foot ceiling and at least five miles visibility.

FOR GREAT CONTRIBUTIONS

For the great contributions he has made to our country and to the U.S. Air Force, Administrator McLucas will be presented the Maxwell A. Kriendler Memorial Award on June 16. McLucas, who was the Secretary of the Air Force before coming to FAA, will receive the award from the Iron Gate Chapter of the Air Force Association at a luncheon in New York. The award is given annually to individuals selected for their contributions to this country in the field of aerospace. Last year's winner was Senator Barry Goldwater.

FAA TO OFFER BETTER ENROUTE WEATHER INFO

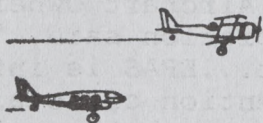
FAA has expanded the Enroute Flight Advisory Service (EFAS) to eight additional flight service stations in the eastern U.S. A specially trained FSS specialist will staff the EFAS position at each facility to provide enroute pilots with the latest available weather information from a variety of sources such as weather radar (where available), weather maps, teletype reports and pilot advisories. The eight FSSs are: Buffalo, N.Y.; Teterboro, N.J.; Pittsburgh, Pa.; Washington, D.C.; Charleston, W. Va.; Raleigh, N.C.; Charleston, S.C.; and Miami, Fla. The service will be added at 11 more FSSs this year and will be available from 44 FSSs across the country in 1977. The agency began EFAS at four West Coast FSSs in 1972. EFAS specialists take a month-long course at the Aeronautical Center in Oklahoma City and are certified for their specialized duties by the National Weather Service. A single radio frequency, 122.0 Mhz, is reserved for all two-way EFAS communications at each FSS which provides the service. Based on experience from EFAS operations in California, Oregon and Washington, the Aircraft Owners and Pilots Association said, "it appears that...EFAS is influential in the prevention of total and fatal accidents, both weather-related and non-weather-related."

COURT SAYS PILOTS RESPONSIBLE

Ruling in favor of FAA in a case arising from a fatal airplane crash allegedly caused by wake turbulence, a Federal District Court in California said wake turbulence is a "collision hazard" and noted that FAA regulations prohibit pilots from flying their planes so close to another aircraft as to create a collision hazard. The court also found that "responsibility for avoiding wake turbulence in VFR weather rests with the pilot and that enough information is available for pilots to be aware of the wake turbulence phenomena and techniques of avoiding it." Plaintiffs in the case charged that the FAA flight service station at the crash site had various duties to prevent a wake turbulence encounter. The pilot, sole occupant of the single-engine plane, died in the 1970 crash at Sidney, Neb.

ENGINES NOT FOR THE BIRDS

A study of possible ways to make small turbojet engines more resistant to bird ingestion will be made for the agency by AVCO Lycoming Division, Stratford, Conn., under a one-year \$95,500 contract. The company will review advances in technology and recommend the use of promising methods to improve the design of engines in the 2,000 to 5,000 lb. thrust category. The final report also will include cost/benefit and structural analyses and an estimate of additional weight of new engine designs.



AFTERMATH ON GUAM

The FAA community on Guam is swiftly recovering from the devastating effects of typhoon Pamela which howled over the island with winds up to 190 mph on May 21. Fortunately, no employees were injured. Thirty-six hours after the storm, the Guam CERAP (center/approach control) was back in service after suffering a total blackout during the storm. The Oklahoma City FAA Depot, operating on an emergency basis, assembled and shipped more than 26,000 pounds of replacement equipment for the radars, antennas, and other gear destroyed by the storm. The Air Force and Coast Guard pitched in by airlifting equipment and supplies to the remote island which lies in the Pacific 1,500 miles from Manila and 3,330 miles from Honolulu.

FAA GREETES IMAGE

Over 5,000 members of the U.S. Spanish-speaking community attended the recent Dallas, Tx, convention of IMAGE, a national organization serving Hispanics in this country. Conference members heard a talk by FAA's Spanish-speaking Coordinator, Luis Gonzalez, on how to write proposals to receive government grants for projects in transportation and aviation. The conference also dealt with employment problems facing the U.S. Spanish-speaking community.

AIRPORT INSPECTION SERVICES

Advisory Circular 150/5360-4, Guidelines for Federal Inspection Services Facilities at International Airports of Entry and at Landing Rights Airports, was approved by the Director, Airports Service, on May 20, 1976. This advisory circular announces the availability of more current information on the requirements for Federal inspection services at airports of entry and at landing rights airports.

● R'S FAIR

The Civil Service Commission has adopted a complaint system for Federal employees covered by the Fair Labor Standards Act. The law has long governed minimum wages, overtime pay and equal pay in private industry and was amended to cover most Federal employees as of May 1, 1974. The new procedures allow Federal employees to file complaints of violations directly with CSC--at regional CSC offices by field employees or with Washington CSC headquarters by employees working in the metropolitan area. CSC encourages resolution of complaints at the work site, but this is not required before a complaint is filed with the Commission. When violations are found, CSC will require corrective action, which may include retroactive pay.

● SOMETHING NEW UNDER THE SUN

Solar energy might be used as a power source at remote FAA facilities. At least the idea is being seriously considered at NAFEC. In the first phase of the in-house study, the cost of various kinds of power for inaccessible facilities will be determined. Then facilities in which solar power or other new power sources might be used will be identified. Following this, guidelines to identify facilities in which esoteric power sources might be used effectively will be established. Initially, project personnel will conduct a survey of literature on solar energy and will consult with various government agencies and private industries working in the area.

FSS TRAINING CONFERENCE

System improvement through employee development was the theme of the first Flight Service Training Conference held recently. Each region sent participants to Oklahoma City to explore proficiency training requirements and review proposed changes to the current Flight Service Training Program at the FAA Academy. The conference, which was exploratory in nature, was conducted by the Air Traffic Service and the Office of Personnel and Training with the cooperation of the FAA Academy.

PLAN AHEAD

A conference on "Aircraft Wake Vortices" is being organized for next spring, March 15-17, 1977, at DOT's Transportation Systems Center. Tentative plans call for sessions on sensors, vortex formation, vortex behavior/transport, decay, airport systems, and techniques for the early demise of vortices. Questions and abstracts of papers to be presented should be referred to: Dr. James N. Hallock, Code 412, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142.

POPULAR COURSE

A two-week course on aviation environmental assessments offered recently at the FAA Academy is being held over by popular demand. The course, which gives an overview of all aviation environmental problems and includes practical experience in writing and processing environmental assessment and impact reports, was given for the second time last week. In answer to the continuing demand, four additional sessions are planned and are already fully subscribed.



June 16, 1976

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CONGRATULATIONS

The Treasury Minuteman Flag (a silhouette of a Concord Minuteman Statue surrounded by a circle of six white stars on a blue back-ground) currently being displayed at Washington headquarters was presented to FAA for achieving more than 75% participation in the 1976 Savings Bond Campaign. FAA's final participation was 78.7%. (The Aeronautical Center ended the campaign with 90% participation rate.) With our help, the Department of Transportation will keep its Number Two position within the Executive Departments (Treasury is Number One). The success of the campaign was a direct result of the enthusiastic support given by you. Let's keep up the demonstration of our faith in this country by continuing to "Take Stock in America."

HANDICAPPED EMPLOYEE COMMITTEE

An FAA-Wide Handicapped Employee Advisory Committee is being formed to solicit views of handicapped employees regarding the Handicapped Program. The committee will consist of three to five interested employees. One member of the committee will be nominated to the DOT-Wide Handicapped Employee Advisory Committee. Those interested in becoming a member of the FAA committee should contact Mike Downs, AAC-14, on Ext. 2661, by noon on June 18.

EQUIPMENT DISPLAYS

Dales Business Machines will have a continuous showing and demonstration of office equipment in Room 206A of the Aviation Records Building on Thursday, June 17, from 9:00 a.m. to 4:00 p.m. On display will be the SAVIN 750 plain paper copier and the SAVIN 220 copier, along with the complete line of CANNON calculators. All interested personnel are invited to attend.

Lanier Business Products will have a continuous showing and demonstration of their word processing equipment in Room 206C of the Aviation Records Building on Thursday, June 17, from 9:00 a.m. to 4:00 p.m. On display will be the complete line of dictating/transcribing equipment made by Lanier. All interested personnel are invited to attend.

CLEARANCE PROCEDURE CHANGE . . . Personnel clearing the Aeronautical Center through the Procurement Division should report to Room 304 of the Multi-Purpose Building with AC Form 2730-3, Clearance Certificate for Property, Records, and Indebtedness. Previously, clearances were handled in Room 379.

June 16, 1976

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EMPLOYEE AWARD

Congratulations to Melva Brown, AAC-941, who was presented a Quality Step Increase Award during the Director's Staff Meeting on June 15, 1976.

FROM YOUR EMPLOYEES ASSOCIATION

The following tickets and services are available at the EA Office:

- Gaslight Dinner Theater - "Saga of Roaring Gulch" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50.
- Oklahoma Auto Racing - Friday nights.
- Motorcycle Races, June 18, South of Norman, Oklahoma. Adults \$2.25, Child \$.75.
- Disneyland/Disneyworld Magic Kingdom Club Card.
- Hunting and fishing licenses. We have Oklahoma non-resident licenses.
- Duplicating machine - 10¢ per copy.

Make your reservations now for the bus trip and train trip to Six Flags Over Texas. Bus trip June 26 and train trip July 24 and 25. Deadline for bus trip will be June 18 and for the train trip July 16.

The Book Store will be closed June 28, 29, and 30 for inventory.



MILESTONES IN HISTORY...

The reluctance of Americans to leave their homes and families, and Congress' refusal to authorize enlistments, prevented the development of a professional American army to match the fighting discipline of British regulars. But because Americans stayed with local militia, or on their own farms, the countryside was never drained of those loyal to the Revolution. They were close to their food supplies and ready to attack British forces guerrilla fashion with any weapon readily available.



June 16, 1976

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date: June 23, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>BUDGET DIVISION</u>		
76-194	Budget Analyst, GS-560-12	AAC-30	560
	<u>FAA DEPOT</u>		
76-195	Machinist, WG-3414-11	AAC-440	JE-3414
	<u>FAA ACADEMY</u>		
76-196	Clerk-Typist, GS-322-4	AAC-932	300-2

This announcement will be used to fill like positions in the FAA Academy for a period of 90 days.

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Charles Tepsic	ATC Specialist (Term-Instr)	AAC-930	75-416
Richard Miller	"	"	"
Samuel Yates	Production Controller	AAC-850	76-89
Homer Griffin	"	"	"
Willie Francis	"	"	"
Wyona Bowie	Computer Operator	AAC-340	76-100
Gladys Hermance	"	"	"
Donald Lacy	Quality Assurance Spec. (Elec)	AAC-820	76-102
Rolland Gerdes	Utilities Systems Opr. Foreman	AAC-55	76-105
Charles Forrester	Computer Systems Analyst	AAC-350	76-107
Albert Rockwell	Production Controller	AAC-440	76-108
Ray Clegg	Equip. Spec. (A/C Prop. Equip.)	AAC-840	76-113
Benita Northcutt	Secretary (Stenography)	AAC-20	76-116
Minetta Hall	Secretary (Stenography)	AAC-30	76-118
Richard James	Quality Assurance Specialist	AAC-480	76-121
Glenda Warmath	Secretary (Stenography)	AAC-21	76-122
Mary Hill	Secretary (Stenography)	AAC-230	76-125
Ronald Russell	Warehouseman	AAC-430	76-127
W. D. Schneider, Jr.	Machinist	AAC-440	76-128
Lois Redpath	Film Librarian	AAC-44	76-132
Catherine Emde	Contract Specialist	AAC-70	76-140



AERO CENTER intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

76-25

June 23, 1976

serving those who fly

NIGHT FLIGHT GIVES FRIGHT

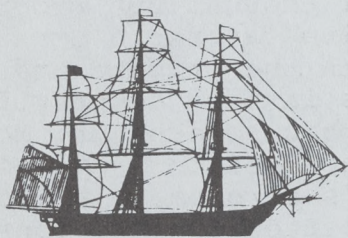
The pilot wasn't lost--not in the usual sense. But he was disoriented and near panic after flying his aircraft with three passengers on board into a cloud build-up in the dark of night, losing all visual references. Moreover, he didn't know how to fly on instruments and he repeatedly lost control of the aircraft. Controllers Paul R. Moore and Freddie E. Delbridge of the Roanoke, Va., tower could hear the panic in the pilot's voice when he radioed, "I am going around in circles. . . I am in a wicked spin." They realized they first had to calm the pilot and then vector him into an area of improved weather. And that's just what they did: 47 minutes after the first distress call, the plane landed without incident at Roanoke Airport. During the month of May a total of 341 flight assists were reported--158 by flight service stations, 135 by towers and 48 by enroute centers. There were a total of 501 people reported on board the aircraft involved. The primary causes for the assists included 209 lost pilots, 35 planes low on fuel, 58 involved with adverse weather and 77 with some type of equipment malfunction.

ADMINISTRATOR McLUCAS FORESEES U. S. SST

"The next successful SST is likely to be American or the result of a cooperative American-European effort," Administrator McLucas told the prestigious Iron Gate Chapter of the Air Force Association in New York last week. Dr. McLucas said the U.S. should give very careful consideration to a joint effort with European countries "to advance the prospects and design of a next generation SST," and noted that such an approach would be one answer to the imposing capital requirements of funding new projects. "Frankly," he added, "I believe that a properly paced, well thought out program would receive favorable consideration by both the private and public sectors in this country." Throughout his speech, Dr. McLucas stressed the need for revitalizing the nation's aerospace industry and urged better overall coordination of air and space transportation matters. "Whether such responsibility can be placed in one individual and just where that person should sit--in the Executive Office, in a special advisory council office or in the DOT--are problems for further study and Congressional consideration," the Administrator added. "But I believe such an official could assist considerably in helping clarify our goals and objectives related to maintaining our preeminence in aviation."

SHIP AHOY

The agency acted last week to keep sightseeing aircraft from creating a possibly hazardous situation by converging over New York Harbor during Operation Sail and the International Naval Review on July 3 and 4. FAA adopted a special regulation which prohibits unauthorized flights over areas where ships participating in the Bicentennial events will assemble on July 3 and over the parade route on July 4. Only a limited number of aircraft will be authorized to operate in the affected areas with preference given to news media aircraft and those providing essential public services such as police and ambulance services. In the two associated events, 250 sailing vessels and 56 large naval vessels from more than 20 countries will assemble in the Lower and Sandy Hook bays of New York Harbor on July 3. The sailing ships are scheduled to parade through the Upper Bay and Hudson River on July 4.

**PRESIDENT LAUDS McLUCAS**

President Ford sent Administrator McLucas a telegram last week, congratulating the FAA chief for receiving the annual award of the Iron Gate Chapter of the Air Force Association (see last week's INTERCOM). The President said, "My warmest congratulations to you on this well-deserved tribute...and the enduring admiration of a President who values both your wisdom and your ability to get things done."

MATCHLESS SAFETY

Carrying loose book matches in luggage is dangerous, the agency has warned air travelers. This practice not only can start fires, but also may result in a fat fine for the guilty passenger for carrying hazardous material aboard the aircraft. According to the agency, the fires start when the cover of one match book is open and vibration or movement brings the match heads into contact with the striking strip of another book. The agency said that in the last two months it has received two reports of matches starting fires in luggage. In one incident the passenger was carrying 90 books of matches in his luggage.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years = PC-17/76 Language Officer (Interpreter/Translator), P-4 Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532 per annum. Language requirement: Russian must be native tongue or the language used for education; demonstrated ability to interpret into Russian from English and from French or Spanish; ability to write Russian translations with a thorough knowledge of syntax and stylistics. MEXICO, 2 years = PC-18/76 Deputy Representative, P-4, Gross: U.S. \$24,220 per annum and Net (free of tax): U.S. \$17,532 per annum. Language requirement: Command of Spanish is essential, and working knowledge of French desirable. Applications due in AIA-29 by August 2, 1976. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

T **BIG COMPUTER SHUFFLE**

Controllers at the Jacksonville enroute center had to do without their alphanumeric radar displays for 42 hours this month, but it was all for a good cause. The center's IBM 9020A computer system--which consists of many separate cabinets stuffed with intricate wiring--was moved to the basement of the computer room to make way for delivery this November of the faster, more powerful IBM 9020D computer that will process radar and flight data from the increasing volume of air traffic in the center's area. A team of technicians from the center, as well as from all regions, NAFEC and Headquarters, handled the carefully orchestrated move, which involved labeling and disconnecting hundreds of electrical cables, moving the computer cabinets and reconnecting the cables. The new 9020D computer, which was purchased as an option on an existing contract, is expected to go into operation in June 1977. After the "D" is working, the 9020A will be moved again, into a building adjacent to the center, and in the summer of 1978 will become the brain for automated central flow control of nationwide air traffic--a function performed today without benefit of a master computer. The 9020A will be linked by communication lines to the Central Flow Control facility at Washington Headquarters. Airline schedules, actual departure times and flight plan changes will be fed into the 9020A computer, which will relay information on the national air traffic picture to data display terminals in Washington. Control specialists at Headquarters will use the information to anticipate traffic congestion and minimize delays through telephone consultation with enroute centers

and busy terminals. The second crucial element of central flow control--weather information--will continue to be supplied by the agency's Weather Message Switching Center in Kansas City.

AIR TRAFFIC & AIRMEN ROUND-UP

FAA statistics on air traffic activity in calendar year 1975 show: aircraft handled by enroute centers up from 1974 by 2% to 23.61 million; aircraft operations logged by FAA control towers up 4% to 57.68 million; and flight service logged by flight service stations up 1.2% to 57.53 million. FAA statistics on civil airmen for calendar year 1975 show a decrease in total active pilots from the year before: 728,187 compared to 733,728 in 1974. Private pilots constitute 42% of the 1975 count: 305,863. Pilots with commercial ratings represent 26% or 189,342; airline transport rated pilots account for 6% or 42,592; and student pilots represent 24% or 176,978

NOT A PETTY MATTER

Here's a humane reminder for the hot summer months. Don't leave your pet locked up in the car--even for a short time, even in the shade. Temperature inside the car can quickly rise as high as 160 degrees F, resulting in brain damage or death to the animal. Be kind!

REUNION IN WINDY CITY

All Chicago Midway Airport employees prior to Jan. 1, 1962, are welcome to a gala reunion planned for spring 1977. Invited are all types of agency employees (AT, AF, FS) as well as airport and airline employees. Indicate your preference for date and place of the reunion by contacting Dan Comerford (Meigs tower chief), 10228 Hibiscus Dr., Orland Park, Ill. 60462.



VOLUNTEERS NEEDED! . . . The Vision Research Unit, AAC-115E, CAMI, needs 50 volunteers from the Aeronautical Center to participate in a study of visual acuity at the intermediate range. Male or female volunteers must be 38 years of age or older and may wear corrective glasses.

All participants will be given a visual screening examination lasting approximately 15 minutes. In addition, some individuals will be asked to return for a second evaluation lasting 40 minutes.

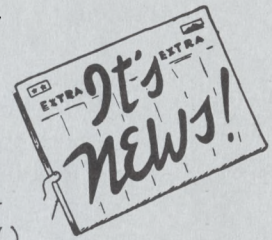
Please contact Mr. John Vaughan, Ext. 4861, for further information or for an appointment.

THE ETHICAL CONDUCT PROGRAM . . . Each supervisor is to call to the attention of his employees, at least annually, the standards of conduct they are expected to observe. The month of July has been established at the Aeronautical Center as the main time to make an annual review of the regulations on employee responsibilities and conduct. More information and suggestions on how to carry out this responsibility will appear in the next INTERCOM. Also, watch for Notice 3750.3 which contains information on recent changes to DOT Regulations Part 99, Employee Responsibilities and Conduct. Until recently, for most employees the ownership of stock, bonds, or other corporate securities of any single corporation of a current market value of less than \$5000 and less than one percent of the outstanding stock, was considered exempt from conflict of interest prohibitions. This is not true any more. Notice 3750.3, now being printed and soon to be distributed to all employees, explains this change.



June 23, 1976

FSTD ELECTION RESULTS . . . An election by secret ballot was conducted Wednesday, May 19, 1976, under the supervision of the Area Administrator of the Labor Management Services Administration to determine if the American Federation of Government employees Local 2282, would be the exclusive representative for all non-supervisory employees in the Flight Standards Technical Division. Of the approximately 160 employees who were eligible to vote, 119 (74.4%) cast valid ballots. Of this number, 72 (60.5%) voted for AFGE and 44 (37%) voted against. There were 3 (2.5%) challenged ballots cast.



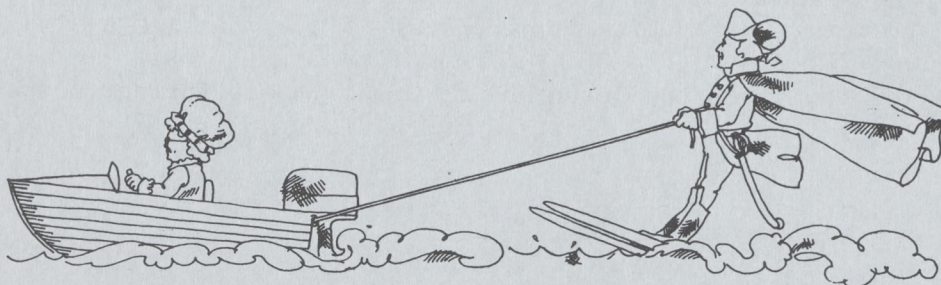
The Department of Labor has certified the American Federation of Government Employees, Local 2282, as the exclusive representative for the Flight Standards Technical Division employees described in the unit.

FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at the EA Office:

- Gaslight Dinner Theater - "Saga of Roaring Gulch" = \$8.35 ea
- Six Flags Over Texas - \$6.50 ea
- Silver Dollar City in Missouri - Adult \$5.50, child \$4.50
- Oklahoma Auto Racing - Friday nights
- Disneyland/Disneyworld Magic Kingdom Club Card
- Hunting and fishing licenses. We have Oklahoma non-resident licenses.
- Duplicating machine - 10¢ per copy.

Space is still available for about 45 people on the bus trip to Six Flags Over Texas this Saturday, June 26. The cost for bus, ticket to Six Flags, and a Texas-Style barbeque buffet lunch is \$15.95 ea. Please come by today and sign up for a great day.

The Bookstore will be closed June 28, 29, and 30 for inventory.



June 23, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: June 30, 1976

For promotion consideration submit completed AC Forms 3330-12 and 3330-59 for each vacancy. In addition, nonsupervisors applying for supervisory positions must submit completed AC Form 3330-60. For reassignment or change to lower grade, submit AC Form 3330-57.

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

Position Descriptions are available for employee review in Room 102, HQ Bldg.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER WIDE</u>		
76-201	Clerk-Stenographer, GS-312-4	Aero. Center	318
	<u>MANPOWER DIVISION</u>		
76-202	Staffing Clerk (Typing), GS-203-4	AAC-14	203
	<u>PLANT ENGINEERING DIVISION</u>		
76-203	Engineering Technician, GS-802-7	AAC-54	802
76-204	Maintenance Mechanic, WG-4749-8	AAC-55	JE-4749
76-205	Utility Systems Operator, WG-5406-9	AAC-55	JE-5406
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-206	Supervisory Engineering Technician, GS-802-12	AAC-101	802
	Specialized experience is experience directly related to establishing selection and design criteria for, and designing, constructing, adapting, and evaluating complex electromechanical systems for use in biomedical and/or human factors research.		
	<u>AIRCRAFT SERVICES BASE</u>		
76-207	Airplane Pilot, GS-2181-13	AAC-820	2181
76-208	Aircraft Upholsterer, WG-3106-10	AAC-830	JE-3106
76-209	Aircraft Mechanic Leader, WL-8852-11	AAC-830	JE-8852
	<u>FAA ACADEMY</u>		
76-210	Training Specialist (Electronics), GS-1712-7	AAC-943	1712

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



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-26 June 30, 1976

FAA AERO CENTER

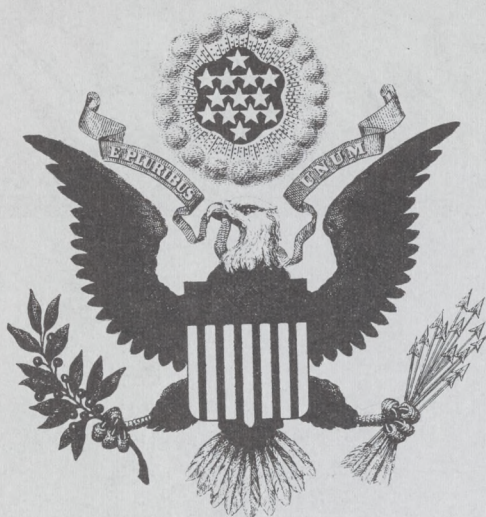
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**HAPPY BIRTHDAY
USA**



Independence And Self-expression

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

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.

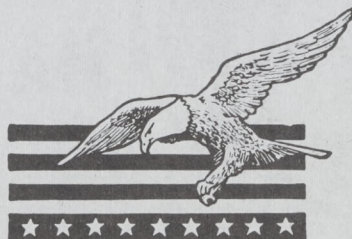
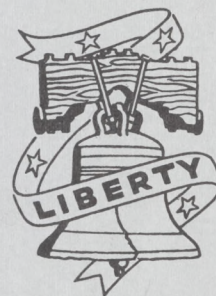
Anyone who has traveled in countries where self-expression is limited by government control...where everyday actions are made in robot fashion according to the dictates of the ruling person or party...knows how good it feels to return to the United States and experience relief from tension.

When the colonial revolutionaries severed their bonds from England they felt relief from this control over their lives. The Declaration of Independence, adopted by the Second Continental Congress on July 4, 1776, declared the Colonies to be free and independent of England. It speaks of...."a decent respect to the opinions of mankind" and, "...that all men are created equal, that they are endowed by their Creator with certain unalienable rights, that among these are Life, Liberty, and the Pursuit of Happiness."

Thus, in our pursuit of these rights, we are entitled to freedom for self-expression, without total agreement. This is a great privilege... to disagree, to discuss, to debate issues and philosophies. Some of our youth call it "doing their thing".

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.



IN CELEBRATION

Next weekend we will celebrate the Nation's 200th birthday. But that's not the only event we are celebrating this special year. Earlier this year we commemorated the 50th anniversaries of FAA and Commercial Aviation, and this week we are also observing 40 years of Air Traffic Control. There were 15 active air traffic controllers running the national ATC system when the Bureau of Air Commerce took over the system from Airway Traffic Control, Inc., on July 6, 1936. At that time the centers, or stations as they were originally called, were located at Newark, Chicago and Cleveland. These early centers operated an average of 12 hours a day and their control areas extended for only 50 miles because of their limited communications capability. Data on each flight under center control was chalked on a blackboard by hand. Controllers also followed the progress of each flight on a map table using small metal markers called "shrimp boats"--because of their shape--to identify specific aircraft. To keep the picture up to date, the shrimp boats were moved every 15 minutes, according to the best estimates or guesstimates of the controllers. There was, of course, no radar and, in fact, few telephones. Today's air route traffic control center is a far cry from the facilities inherited from ATC, Inc., 40 years ago. To keep track of aircraft in its area a modern center may use as many as six or seven long range radars along with 10 to 20 remote air-ground radio communication sites. There are from 300 to 700 controllers at each of these facilities, and an additional 100 or more technicians and engineers at the larger centers. Air traffic growth has been even more dramatic. Last year FAA's 25 centers handled over 23 million flights.

DOT-WIDE CIVIL RIGHTS PARLEY HELD

In the most broad-based gathering ever held, the Department of Transportation sponsored a National Civil Rights Conference in Washington this month. Featured speakers were Mayor Maurice Ferre of Miami and Mayor Maynard Jackson of Atlanta. Attending the conference were Washington and field members from all Departmental agency staffs in Internal Equal Employment Opportunity, Public Programs, Federal Women's Program, Spanish-Speaking Program and Discrimination Complaints. During the conference, plans were finalized to give field officials the authority to decide whether to investigate discrimination complaints--a decision which previously rested with the DOT Civil Rights Office in Washington. This new procedure is expected to sharply cut delays in processing complaints. Also noteworthy was the opportunity for the first inter-modal gathering of Federal Women's Program Coordinators and a pledge of strong support for the Spanish-Speaking Program by acting DOT Civil Rights Director Carmen Turner.

FLYING UP FROM RIO

The U.S. and Brazil signed a bilateral airworthiness agreement this month, signifying that Brazilian-built airplanes meet FAA's strict standards for design and manufacture. The signing brings to 22 the number of bilateral airworthiness agreements between the U.S. and other countries. FAA technical experts visited Brazil in late 1974 and again in February of this year to advise Brazilian government and industry on their airworthiness program and to evaluate their readiness for the agreement. Final negotiations and signing were handled by the State Department. In essence, the agreement means that Brazilian-built airplanes are considered to (Continued on page 4)

