



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-27 July 7, 1976

AWARDS FOR SAFETY WORK

Three top officials of the Flight Standards Service were honored with Superior Achievement Awards by Administrator McLucas recently. They were Joseph Ferrarese, Deputy Director; James Purcell, Chief, Engineering and Manufacturing Division (now Chief, Flight Standards Division, Southern Region); and James Vines, Chief, Aircraft Programs Division. All were praised for their leadership and effectiveness in carrying out the Flight Standards safety mission. ...On another front, McLucas presented a Group Special Achievement Award to members of the FAA/Defense Department Task Force which, beginning in July 1975, reviewed hundreds of safety recommendations and suggestions concerning the air traffic control system and followed up each one for final action. Cash awards went to the FAA members of the task force: Frank Cunningham (chairman), Hugh Hartley, Wesley Hamilton and Ron Maunder, all with the Air Traffic Service; and Billie Abram and Frank Stanne, Flight Standards Service. Receiving Letters of Commendation and recommended for the Legion of Merit Award were DOD members Lt. Col. Allan R. Tobiason and Lt. Col. Glenn Leister. A major accomplishment of the task force was the writing and issuing of a Pilot/Controller Glossary of 600 terms which is being made available to both groups in an effort to prevent misunderstandings during all-important ATC communications.

FLIGHT SERVICE STATION PLAN MAKES THE ROUNDS

FAA's highly detailed master plan for modernizing flight service stations was sent to all regional offices and FSSs last week. At the same time, Headquarters officials briefed union and industry officials on the proposed plan. Entitled "Flight Service System--Master Plan for the Modernization Program," the document is not yet actually in force, but has been "approved for review" by Administrator McLucas. Attending the briefings in Washington were representatives of the National Association of Air Traffic Specialists (NAATS), which represents FSS specialists nationally, and the General Aviation Council, an umbrella organization for several general aviation trade groups. The briefings focused on "baseline" FSS automation and "near term" improvements. Baseline refers to the establishment of a network of 20 "hub" (large) FSSs using computers for data storage and display similar to the automated Aviation Weather and Notice to Airmen System (AWANS) being tested at the Atlanta Flight Service Station. Near term improvements include quick-response data display devices at some FSSs, but not large-scale automation. Note: the airport/airway development bill recently sent to the White House (see page 2) would preclude the permanent closing or operating by remote control (Continued on page 3)

FOXHOLE IN THE SKY

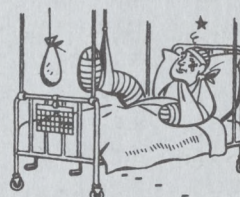
A new Airborne Command Post that could function as a flying White House in a national emergency is currently undergoing evaluation by FAA flight test personnel in Seattle. The command post has been fitted into a souped-up Boeing 747, which is crammed full of sophisticated communication and electronic equipment, and FAA has been testing the aircraft to make sure it meets the same demanding safety standards as those prescribed for commercial jets. Among other things, airborne refueling systems and flight characteristics under various engine-out configurations are being tested on the big four-engine jet, which has been designated the E-4B. Northwest Region test pilot Earl Chester explains that more powerful engines have been fitted to the plane principally to meet the additional power requirements of the electronic and communications systems. The new electrical system is actually five times as powerful as that used on board the standard 747. The E-4B is for use by the government to command and control U.S. forces in event of a national emergency.

IS THERE A DOCTOR IN THE AIR?

It seems that FAA-designated Aviation Medical Examiners contribute to flight safety in more ways than one. Dr. Donald Vance, an AME, was flying to an aviation medical seminar in Palm Springs, Calif., recently when he overheard a radio distress call to the Palm Springs tower from a lost private pilot. Apparently unable to contact the tower because of surrounding mountains, the pilot sounded panicky and was preparing to crash land in the desert when his fuel ran out. Vance got on the radio, calmed down the pilot and directed him to a small field at Daggett, Calif., where the pilot landed safely with his fuel tanks registering "empty". A fine job of following up on a pilot's health and welfare, Dr. Vance.

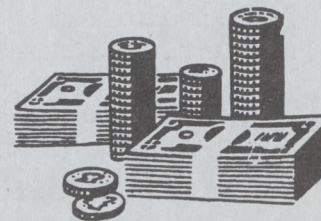
LOOK OUT

Noting a steady rise in serious accidents involving people struck by propellers and helicopter rotors, the National Transportation Safety Board has recommended warning measures to be taken by FAA. The Board said the majority of accident victims are passengers and spectators near the aircraft. Accordingly, the Board recommended that FAA reemphasize to pilots the need to shut down engines when passengers are getting on or off planes and require that warning signs be posted inside airplanes or near the doors regarding the hazard of propellers. Also recommended was use of black and white paint markings on propeller and rotor tips to increase visibility of the spinning blades.



BUDGET BUSINESS PROCEEDS

Congress has sent to the White House a new 5-year airport/airway development bill totaling \$5.6 billion. The bill authorizes funding through FY 1980 for airport construction as well as for FAA facilities and equipment, research and development and a portion of operations. In other action, both houses have passed the DOT FY 77 appropriations bill. The House provides \$2.334 billion for FAA; the Senate provides \$2.369. The budget bill now goes to a conference committee to iron out these and other differences.



July 7, 1976

INTERNATIONAL NOTAMS

As the first step in the total consolidation of U.S. International NOTAM (Notice to Airmen) operations, the National Flight Data Center has assumed responsibility for all International NOTAM functions performed by the San Francisco International Aeronautical Telecommunications Station (IATCS). Over the next year International NOTAM operations will be phased out of offices at Anchorage, Honolulu, Miami, New York and San Juan. At that time all International NOTAMS will be processed and distributed by the central NOTAM office at Headquarters. Currently, International NOTAMS are received from approximately 140 foreign countries.

LONG-TERM TRAINING SELECTIONS

Currently enrolling for the 1976-77 academic year are four employees selected for the Education for Public Management (EPM) Program and seven for the Air Transportation Systems Specialist (ATSS) Program. The EPM participants are: Baltassar Bernhardt (ANW) - University of Southern California; Calvin Fox (AAC) - University of Washington; Donald Perry (ASP) Cornell University; Michael Scott (AWE) - Harvard University. Those participating in the ATSS Program at the University of California, Berkeley, are: Herbert Bachner (ANE), Murli Hasrajani (AAF), John Kefaliotis (AWE), Hiroshi Oishi (ANW), Richard F. Phillips (ACE), Stanley Rivers (AAF), Babulal Shah (AGL).

FSS PLAN (Continued from page 1) of flight service stations at this time. However, a maximum of five stations could be closed or operated by remote control on an experimental, part-time basis to demonstrate the effectiveness of a single consolidated facility.

AIRPORT GETS HORSEPOWER

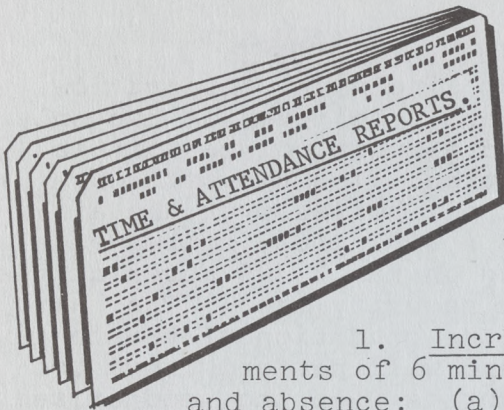
Greater Cincinnati Airport now has what it believes is the only mounted airport police unit in the nation. The two officers ride their horses over the airport's 4,000 acres, concentrating on the 2,500 acres in the fenced security area. They also check the condition of the fencing, and will perform crowd control duties when the need arises. The two horses have become accustomed to airport sights and sounds and are pronounced "steady" by their human partners.

SUMMIT OF SAFETY

Once again, an FAA motion picture has received high honors in film competition. This time, the flick is "Mountain Flying," a beautifully photographed message to general aviation pilots on the precautions and techniques for flying over mountainous country. Filmed in the Rockies and running 23 minutes, the picture received the 1976 Award of Merit from the National Committee on Films for Safety. "Mountain Flying" is available for loan from the FAA Film Library in Oklahoma City.

CHICAGO CONFERENCE

The Great Lakes Region was host for a region and center directors' conference in Chicago recently. The directors joined the Administrator, the Deputy Administrator, and other top level Headquarters managers in discussing such issues as: the FSS modernization plan; five-point aircraft separation assurance program; fuel conservation; the aviation safety reporting program; and challenges facing management, including EEO and the employment status of women.



Beginning with the current Time and Attendance Cards (Pay Period 15), the recording of time and pay will reflect the new FAA policies and Fair Labor Standards Act regulations. The new Order 2730.6A, Supplementary Time and Attendance Procedures, will be distributed in the near future. Some of the important changes are:

1. Increments of Time and Pay. Recording in increments of 6 minutes for the following periods of attendance and absence: (a) regular scheduled and unscheduled (irregular) approved overtime; (b) night differential; (c) holiday; (d) Sunday pay; (e) compensatory time earned and used; (f) excused absence.

For Sunday, Holiday and Night differential, periods of less than six-minute multiples will be dropped on a daily basis. Record minutes of "suffered and permitted" overtime worked in the minutes column. On irregular overtime, minutes of less than six minutes will be dropped on a weekly basis.

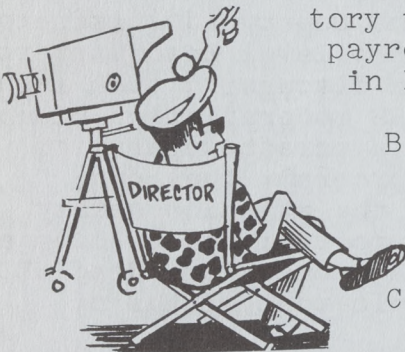
2. Compensatory Time.

A. Compensatory time will be credited in multiples of six minutes. Compensatory time off cannot be substituted for regularly scheduled overtime work. If a non-exempt GS employee works irregular overtime and wants a compensatory time off instead of overtime pay, the authorized approving official may grant it, providing it is taken off in the same work week. If a non-exempt employee requests to take compensatory leave in a subsequent work week, employee will write and sign the request in the remarks space on the Time and Attendance Card. When the card is received in the payroll office, payroll will check the computation of his pay and determine whether the overtime is payable under Title 5 or FLSA for that week. The employee will be granted compensatory time provided the Title 5 entitlements are equal to or exceed the FLSA entitlements. Under no circumstances will the employee be allowed to use the compensatory time until notification has been received from the payroll office that compensatory time has been granted in lieu of overtime payment.



- B. A change in policy on compensatory time or compensatory balances will be paid off in Pay Period 13 and 26 with only designated individuals being allowed to carry a few hours forward.

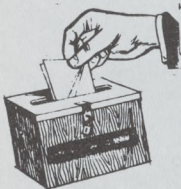
- C. Travel: In the Travel Duty Hours column record the hours for enroute travel time on a regular day off. Do not include time at a temporary duty point. NOTE: Pay for traveling on day off will not be paid until supplemental travel information is finalized.



July 7, 1976

RESTORATION OF ANNUAL LEAVE . . . All employees are reminded that annual leave must be requested and approved in writing before the start of the third biweekly pay period prior to the end of the leave year. For 1976, leave must be approved by November 20, 1976. This is necessary in the case of possible forfeiture and restoration of annual leave. Supervisors and employees should refer to FAA Handbook 3600.4, Absence and Leave, paragraph 15e, for further clarification of this requirement.

ELECTION - ADMINISTRATIVE SERVICES DIVISION . . . A secret ballot election is being held to determine if the American Federation of Government Employees, Local 2282, AFL-CIO, is to be the exclusive representative for certain employees in the Administrative Services Division. The election will be held July 13, 1976, in Room 206A of the Aviation Records Building between the hours of 8:00 - 9:00 a.m. and 4:00 - 5:00 p.m. It will be conducted under the supervision of the Area Administrator of the Labor Management Services Administration, Department of Labor. Administrative Services Division employees who may have any questions regarding their involvement in the election should consult the Official Department of Labor Notice of Election which may be found posted on bulletin boards in the Administrative Services Division area. REMEMBER - - representative elections are decided by a majority of the valid ballots cast. Your vote may decide the election.



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.
- Motorcycle races on July 9. Adult \$2.25, Child \$.75
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing - Friday nights
- Disneyland/Disneyworld Magic Kingdom Club Card
- Hunting and fishing licenses. We have Okla. non-resident licenses.
- Duplicating machine - 10¢ per copy.

Make your reservations at your EA Office for the Six Flags Train Trip.

Sign up this week for the July 17 golf tournament.

July 7, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: July 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>BUDGET DIVISION</u>			
76-218	Budget Analyst, GS-560-7	AAG-30	560
	This position has promotion potential to GS-11 without further competition.		
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
76-219	General Communications Equipment Operator, GS-392-4	AAC-44	392
	This position has promotion potential to GS-5 without further competition. Must work a rotating shift to maintain a seven-day, three-shift teletype operation.		
<u>CIVIL AEROMEDICAL INSTITUTE</u>			
76-220	Lead Medical Record Technician, GS-675-4	AAC-101	675
<u>FAA DEPOT</u>			
76-153	CANCELLED/Electronic Technician, GS-856-7	AAC-440	
76-221	Supervisory Electronics Technician, GS-856-11	AAC-440	856
	Applicants must have one year at GS-10 or two years at GS-9 in ground radar/microwave experience.		
76-222	Electronics Technician, GS-856-7	AAC-440	856
76-223	Warehouseman, WG-6907-5	AAC-430	JE-6907
<u>FAA ACADEMY</u>			
76-190	CANCELLED/Secretary (Stenography), GS-318-5	AAC-910	
	This position will be filled at a lower grade level.		
76-224	Secretary (Stenography), GS-318-4	AAC-910	318
	This position has promotion potential to GS-5 without further competition.		
76-192	*Supervisory Aviation Safety Inspector (Operations-Instruction), GS-1825-14	AAC-951	1825
76-197	*ATC Specialist (Station-Instruction), GS-2152-11	AAC-931	2152

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

July 7, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS (Continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY (cont'd.)</u>		
76-198	*Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12 (all options)	AAC-940	856 or 855

A minimum of one year of FAA experience is required within the last six years as a technician or engineer at an Airway Facilities Sector, a regional Airway Facilities Division, the Washington Office of Airway Facilities Service or in FAA research, development or systems engineering. Applicants selected at the GS-11 level will be eligible for promotion to GS-12 without further competition. May be required to work one of two eight-hour shifts (0700-1530 or 1530-2400) on a rotation basis.

76-199	*Electrical Engineering Technician (Instruction), GS-802-12	AAC-941	802
--------	--	---------	-----

A minimum of one year of FAA experience is required within the last six years as a technician or engineer at an Airway Facilities sector, a regional Airway Facilities Division, the Washington Office of Airway Facilities Service, or in FAA research, development or systems engineering.

*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>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
76-193	Electronics Engineer, GS-855-14	AAC-1010	800

Requires specialized experience in ground Nav aids equipment systems and associated facilities/activities common to the National Airspace System.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-28 July 14, 1976

NOT EARTH SHAKING

Structural vibrations caused by the Concorde SST are not as great as those resulting from the operation of some common household appliances, according to National Aeronautics and Space Administration (NASA) engineers participating in Concorde monitoring operations at Dulles International Airport. In the first full monthly report on Concorde environmental impact, the ASA engineers reported that the supersonic jet caused somewhat less vibrations than those caused by a vacuum cleaner in a specially-instrumented test building near Dulles. Other highlights of the June report indicate that approach and departure noise levels for the SST are comparable to those predicted in FAA's Environmental Impact Statement released in November 1975. The report did reveal, however, that one Concorde sonic boom was recorded by FAA monitoring equipment in the vicinity of the New Jersey shore on June 20. During the month, the Dulles Airport Sound Complaint Center received 85 calls concerning Concorde operations. FAA was directed to monitor all Concorde operations last February, when Secretary Coleman announced his decision to permit limited operations at Dulles and JFK Airport for up to a 16-month test period.

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

ON GLIDE PATH--VASI MAKES LANDINGS JUST A LITTLE SAFER

Landing will be just a little easier and safer for pilots making visual approaches because of 304 new visual landing aids being purchased by the agency. The Visual Approach Slope Indicators (VASI), which provide vertical guidance to a pilot making a visual approach and landing, are being provided by two small business firms, Sepco Division of Connecticut International Corp., of Windsor Locks, Conn., and Western Technical Associates of Los Angeles. Total price of the systems to be installed at airports across the nation is \$938,352. The VASI consists of two bars of lights installed on the side of the runway which indicate to the pilot whether the aircraft is on the established descent angle to the runway. Currently, there are more than 1,100 VASIs installed at U.S. airports.



Tests are being conducted at the Aeronautical Center to evaluate the performance of pilots while making approaches using VASI equipment in the Convair 580 simulator. VASI systems used in the test program are (1) standard red-white two-bar VASI, (2) three-bar Walker VASI, (3) Australian TVASIS, and (4) British PAPI. Dr. Mark Lewis, AAC-118, is in charge of this evaluation project.

DON'T LEARN THE HARD WAY

Are you planning to conduct a public survey that involves the collection of similar information from ten or more persons? If so, then you must, by law, obtain clearance from the Office of Management and Budget before you can proceed with the project. There have been occasions where the action office was not aware of this critical requirement. This has caused embarrassment to the agency, and the surveys were significantly delayed. Therefore, it is vitally important that individuals responsible for initiating reports must be aware of OMB clearance requirements. The requirements and procedures are contained in chapter 5 of Order 1340.1, FAA Reports Management System. Recent revisions to Attachment A of OMB Circular A-40 and supplemental guidelines for reducing the number of public reports impose stringent requirements that must be met before a new report or a recurring report will be cleared. These documents are available from your Reports Control Officer. Here are some important things to remember when you decide to conduct a survey: you must plan the survey according to OMB instructions; your Reports Control Officer can be of valuable assistance in helping to prepare your request; you must obtain OMB clearance; and you should allow six to eight weeks for clearance. If you need additional information, please contact the Publications and Graphics Systems Branch, AMS-110, 8-426-8044.

in the Pacific, floods in Tulsa and the Teton dam break in Idaho have ravaged homes and property, pushing Red Cross relief expenses to an estimated \$13 million to help families in these areas. Red Cross emergency funds already were depleted before these latest disasters, necessitating a special appeal. Contributions may be made to local Red Cross chapters throughout the country.

SILENT SUMMIT SENTINELS

In the Great Northwest, where beautiful mountains, endless forests and soft blankets of snow sometimes provide unmarked graves for pilots and planes, FAA is putting in radio "ears" to listen for distress calls from downed aviators. On five mountain peaks the agency's Northwest region has installed radio receivers tuned to 121.5 MHz, the frequency used by aircraft emergency locator transmitters (ELT) which trigger automatically in a crash. The test will run through this winter in an effort to increase detection of ELT signals. The receivers will pick up ELT signals, but will not provide direction-finding, which must be done by follow-up aircraft or ground vehicles. The receivers are located at manned FAA long-range radar sites on Laurel Mt., west of Salem, Ore.; Haymaker Mt., near Klamath Falls, Ore.; Cascade Mt., north of Boise, Idaho; Sawtelle Peak, northeast of Idaho Falls; and Mica Peak, near Spokane, Wash.

SPECIAL APPEAL FROM THE RED CROSS

The American National Red Cross is appealing to Federal employees, and the public in general, for contributions to help finance Red Cross relief efforts in Idaho, Oklahoma and Guam and other Pacific Islands. Typhoon Pamela



AMPUTEE GETS WINGS

"Why walk when you can fly?" That's the motto of Arthur Zervas, a double amputee who received his instructor pilot rating from FAA recently. Zervas is the first person in the U.S.--and probably the world--with this kind of "handicap" to earn an instructor rating. Aviation Safety Inspector Donald Muzeroll of the Norwood, Mass., General Aviation District Office gave Zervas his flight check ride and remarked afterward, "He did one helluva job out there--he really earned this rating." Zervas approaches the plane on artificial limbs, with additional support from special canes, and climbs inside unaided. He uses a portable hand-control device to operate the rudder pedals. The device is certificated by FAA for use in the Piper PA-28 series of aircraft. Zervas is founder and director of the Paraplegic and Amputee Pilots Association Squadron (PAPAS), which has a pelican for a symbol. "The pelican is one of the most awkward birds on land," Zervas said, "but among the most graceful in the air, and that just about describes me as well as anything."

ONE LESS BELL TO ANSWER

FAA wants one less beep in the jet airline cockpit among the number of aural warnings that are now directed at flight crews, such as beeps, horns, clackers, and bells. The aural signal, which is now required to be activated by the airplane's altitude alerting system as the plane approaches a preset altitude during climb or descent, would be eliminated, at the operator's option, and sound only when the plane deviates above or below

that preselected altitude. A Notice of Proposed Rule Making would give the aircraft operator this option, although the visual signal still would be required. The action is based on a petition from the Air Transport Association, which favors a cockpit environment in which the flight crew does not expect, or hear, an altitude alert warning if the flight is flown correctly. FAA said it agrees with this assessment and noted that the present requirement could cause "conditioned indifference" to the signal.

FUTURAMA

The airport of the future, including runway and taxiway pavements which can stand up to the loads of widebody jets and increasing traffic volumes, will be the principal topic of discussion at a conference co-sponsored by FAA and the Georgia Institute of Technology in Atlanta next November. At the conference, FAA will present the results of a five-year, \$6 million study on future runway and taxiway design standards. The research program was begun by the agency in 1971 in collaboration with the Army Corps of Engineers, the Air Force and representatives of air carriers, aircraft manufacturers, the engineering industry and the academic community. In addition to disseminating the results of the research program, which produced design and construction standards that will be required in the foreseeable future, the conference will provide a forum for the exchange of ideas and research on airport paving problems.

NEW EEO COUNSELOR . . . Donald L. Killman has been selected to serve the Aeronautical Center as an Equal Employment Opportunity Counselor. Don has completed EEO Counselor training conducted by the U. S. Civil Service Commission and he was an-EEO Counselor in the New York Center, Eastern Region. Should you need his service, he is in Room 118, ANF-1 Building, telephone Ext. 2571.



FAA ROCKY MOUNTAIN GOLF TOURNAMENT . . . The Denver Air Route Traffic Control Center is sponsoring a golf tournament August 18, 19, and 20, at the Estes Park Golf and Country Club, Estes Park, Colorado. The \$35.00 entry fee includes:

1. Green fees for three days of golf.
2. Prizes and trophies - team and individual
3. Banquet on Thursday evening, August 19. There will be an additional charge for guests at the banquet.



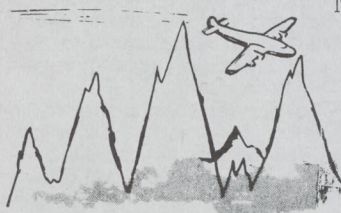
Tournament play will be on August 19 and 20; practice round will be on August 18. Entrants are responsible for making up their playing group and reserving their own tee time.

The field is limited to the first 140 entries; no entries will be accepted after August 10.

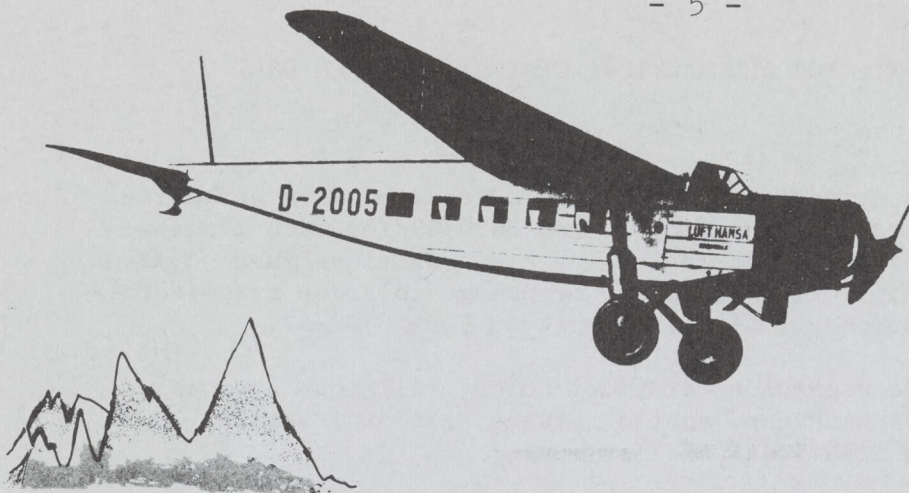
Entrants should send the \$10.00 registration fee with their name, address, handicap to Longmont ARTC Center, c/o Don Price, 2211 - 17th Avenue, Longmont, Colorado 80501.

Transportation will be available from Stapleton Airport to Longmont, if necessary, so if you need this, indicate the date and flight number of arrival.

HUMP PILOTS ASSOCIATION REUNION . . . The China-Burma-India Hump Pilots Association will hold its 31st annual reunion at the Ramada Inn, Monroe, Louisiana. For further information, contact:



Jan Thies, Executive Secretary
CBI Hump Pilots Assoc. Headquarters
917 Pine Blvd.
Poplar Bluff, Missouri 63901
Phone: (314) 785-2420



Ten Commandments for a Journey by Air

(from "Lufthansa's News," 1930)

1. Obtain your ticket as early as possible. Do not forget that the capacity of the aeroplanes rarely exceeds 8-10 passengers. (Any travel bureau will reserve your seat).
2. Choose your attire as if you were planning a railway journey. As the airplane cabin is enclosed and, during the cold season, even heated, it is unnecessary to wear special garments.
3. As only 10 kilos of free baggage are allowed for domestic flights—15 kilos for international flights—dispatch your heavy luggage ahead of time by freight train and take only your hand luggage with the necessary provisions for 24 hours on the air journey.
4. Occupy your seat immediately upon entering the airplane cabin and use the safety-belt as prescribed by police regulations for take-off and landing. This is superfluous during the flight as you are then quite free to move about in the cabin.
5. Use the ear plugs provided during the flight. Engine noise in most airplane types may become somewhat, bothersome during longer journeys.
6. You must not smoke in the vicinity of the aeroplane for reasons of safety, nor inside the cabin in respect for your fellow travellers' comfort and sense of well-being.
7. Do not wait to become befallen with air sickness; rather, enjoy the view from above, read or write. Only in very stormy weather will passengers, so disposed, perhaps experience a slight sensation of illness. But even this may be relieved by motion-sickness medicine, available at every airport.
8. See to it that the air in the cabin remains fresh. You may open your window—if necessary—but not to throw out matter which may fall on the little people far below you.
9. Taking photographs from the airplane is, unfortunately, prohibited and may be permitted only with the approval of the authorities. You must therefore keep your camera in your suitcase during the air journey.
10. After the flight please try not to act the hero in front of your fellow citizens. No particular courage is required to travel by air at this day and age. You will serve the cause of aviation better, if you enlighten old-fashioned people who still consider air travel to be a dangerous experience.

FROM YOUR EMPLOYEES ASSOCIATION:

- Gaslight Dinner theater -
"Play It Again, Sam" - \$8.35
- Motorcycle races on July 16 -
\$Adult \$2.25, Child \$.75
- Six Flags Over Texas - \$6.50
- Silver Dollar City in Missouri
Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing -
Friday nights
- Disneyland/Disneyworld Magic
Kingdom Club Card
- Hunting and fishing licenses.
Oklahoma non-resident licenses.
- Duplicating machine - 10¢ per
copy

Contact the EA Office for payment and final arrangements for your trip to Six Flags on the train by Thursday, July 15.



July 14, 1976

= 6 =

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: July 21, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
76-227	Clerk-Typist, GS-322-4	AAC-230	322
76-228	Applications Examiner, GS-963-5 Position has promotion potential to GS-7.	AAC-260	963A
<u>FAA DEPOT</u>			
76-229	Supply Clerk (Data Transcribing), GS-2005-4	AAC-430	2005
76-230	Machinist, WG-3414-10 Promotion potential to WG-11 without further competition.	AAC-440	JE-3414

=====

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY
Closing Date: July 28, 1976

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-50	Clerk-Stenographer, GS-312-4 Area of Consideration: ACY FIFO and NAFEC	ACY FIFO	312
FINFO-76-51	Airspace System Inspection Pilot GS-2181-13 Area of Consideration: FINFO Wide	BTL FIFO	2181

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), submit AC Form 3330-57.

July 14, 1976

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Victor Beaty	ATC Spec. (Station-Instr.)	AAC-930	76-9
Larry Buss	"	"	"
Loren Gibbons	"	"	"
Gary Henry	"	"	"
Jon Miller	"	"	"
Warren Porter	"	"	"
Robert Wilkie	"	"	"
Francis Stiles	"	"	"
LeRoy W. Holdeman	ATC Spec. (Terminal-Instr.)	AAC-930	76-12
Ollie L. Spires	"	"	"
William A. Horstman	Supvy. Electronics Engineer (Instr.)	AAC-940	76-24
Jerry D. Byram	Supvy. Aerospace Engineer (Instr.)	AAC-950	76-32
Ola D. Mooney	Psychology Technician	AAC-110	76-67
Ralph A. Jones	Electronics Technician	AAC-830	76-77
Anthony L. Wood	"	"	"
Andrew Harness	Aircraft Mechanic Leader	AAC-830	76-84
Jimmy D. King	"	"	"
Willie N. Francis	Production Controller	AAC-850	76-89
Homer E. Griffin	"	"	"
Samuel G. Yates	"	"	"
Jo Anna Gardner	Supervisory Clerk	AAC-911	76-91
Kenneth A. Ericson	Electronics Technician (Instr.)	AAC-950	76-96
Robert E. Hight	Computer Systems Analyst	AAC-350	76-107
Albert D. Rockwell	Production Controller	AAC-440	76-108
Betty J. Poole	Supvy. Operating Accountant	AAC-21	76-115
Ellen J. Baker	Travel and Transportation Supervisor	AAC-21	76-117
Vonda L. Raczkowski	Secretary (Stenography)	AAC-20	76-122
La Rosa Williamson	Education Specialist	AAC-933	76-131
Jeanette D. Davis	Clerk-Typist	AAC-50	76-133
Gale M. Hall	Management Assistant (Typing)	AAC-60	76-134
James P. Curry	Computer Operator	AAC-340	76-135
Homer E. Rogers	"	"	"
Robert E. Van Hoozer	"	"	"
Ruth Carter	Clerk-Typist	AAC-911	76-136
Beverly A. Moore	"	AAC-940A	"



"service to those who fly"

Intercom

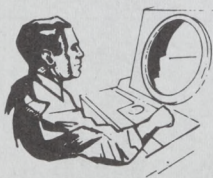
AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-29

July 21, 1976

IT'S FOR REAL

They've got something new at Chicago's O'Hare tower: a radar simulator that's so real even controllers can't tell it from the genuine article. The ARTS III simulator is set up in a special training lab and is already in use. According to tower chief Pat O'Sullivan, it is expected to cut training time in half. It will also substantially reduce the "wash out" rate, the facility chief predicted. With the simulated targets, trainees can try to correct problems on their own. The simulator has a built-in stop action device that can freeze the patterns on the screen, enabling the controllers to analyze the situation in depth. Realistic problems can be set up on the simulator--the kind that you wouldn't want to set up in the real world. Also, weather conditions can be changed or more planes put into the air merely by pushing a button.



Published by the Office of Public Affairs, AAC-5. Distribution: C-8

PROPERTY OF
FAA AERO CENTER
RECEIVED
JUL 21 1976
LIBRARY

PRESIDENT FORD SIGNS AIRPORT/AIRWAY ACT

Continued development of the nation's airports was given the green light last week when President Ford signed the Airport and Airway Development Act Amendments of 1976. This means that the program allotting Federal funds for airport development--up to \$500 million for 1976--will go on for another five years. Airports Service, which has been taking care of airport grants since 1970, is already geared up to administer the program. The service is accepting new grant applications and already has 979, totaling \$795 million, on hand. After signing the legislation, the President characterized the program as a "pay-as-you-fly" program because the money for the development grants come from aviation related sources such as passenger, freight and aviation fuel taxes and aircraft registration fees. Now eligible for grants under the 1976 amendments are noise suppression equipment for airport generated noise, land acquisition for environmental purposes and snow removal equipment.

Included in the law is a prohibition against closing or operating flight service stations by remote control, except for a demonstration project in which up to five FSSs could be closed or operated remotely from a single Air Route Traffic Control Center.

HIGH--BUT HOW HIGH

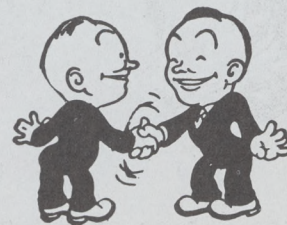
The altimeter was stuck at 32,600 feet, but the airplane certainly wasn't. The pilot of the military twin-jet B-57 flying in thick clouds couldn't be sure of his altitude and asked Great Falls approach control for help in getting down safely. Controllers Duane Searight and Paul Selley obliged and led the pilot down to 7,000 ft. where the ground became partly visible. The controllers then put the pilot on a course toward final approach where Precision Approach Radar controller M/Sgt. Thomas Pysher guided the pilot to a safe landing at Malmstrom Air Force Base in Great Falls. During June, 223 flight assists were reported--93 by flight service stations, 101 by towers and 29 by enroute centers. A total of 404 people were reported on board the aircraft involved. The primary causes for the assists included 135 lost pilots, 38 low on fuel, 39 caught in bad weather and 55 with equipment malfunction.

LEAVE CHARTS

Leave charts for 1977 and 1978 are now available from the FAA Depot. The charts should facilitate the planning of training sessions, seminars, conferences, etc., over the next two years. Leave charts for subsequent years also will be available early enough to maintain the two-year projection. All editions will be stocked in the Depot. The 1977 edition will be identified by the form number, FAA Form 3600-16 (LY 77) and the 1978 edition by the form number, FAA Form 3600-16 (LY 78). To requisition the charts for 1977 use NSN 0052-00-611-1077, and to requisition charts for 1978 use NSN 0052-00-611-1078. Unit of issue for both is "sheet."

WHITE HOUSE PRAISE

The Presidential Cost Reduction Campaign was announced on May 6, 1975 to encourage efforts for economy, efficiency and energy conservation. Any individual employee or group of employees whose contribution, recognized through the incentive awards program, exceeded \$5,000 in measurable first year benefits during the period May 6, 1975 through May 5, 1976, would receive a personal letter signed by the President. At the close of the campaign, 3,605 individuals and groups received Presidential letters of appreciation, and first year tangible benefits exceeded \$297 million. Within the Department of Transportation, 48 persons were recognized; benefits totaled \$3,433,508. Twenty-five were FAA employees who were responsible for savings of over \$767,000. The FAA award winners by region are: Alaskan Region: Carl N. Anderson, Roxanne M. Port, Wilburn E. Lossing, Jack L. Hetherton, Donald T. Watts; Central Region: Richard M. Jones, William W. Scott, Gerald L. Flohra, William C. Roe, Thomas M. O'Connor, Donaldeen Carmichael, Gary Downing, Bradley J. Wallace, Billy J. Waters, Glenn L. Ritter; Great Lakes Region: Peter J. Banahoski; Southern Region: Carl L. Harris, James H. Bridgman, Norman A. Williams; Southwest Region: Jesse M. Wilson; Western Region: James R. Lane, Robert J. Fordham, Richard Kahle; Northwest Region: Lawrence K. Chang; Washington Headquarters: John S. Nigro.



DERBY TAKES A POWDER

The 29th and last Powder Puff Derby finished up at Wilmington, Del., last week with the largest-ever field of contestants. Of 199 starting planes, 174 completed the four-day, 2,916-mile trip from Sacramento, Calif., aided along the way by weather and air traffic services from FAA facilities. The winner was Trina Jarish, 34, who soloed a Beechcraft Bonanza. Winner of last year's race as well and vice chairperson of FAA's Citizens Advisory Committee on Aviation, she is a marketing engineer and has both flight instructor and instrument ratings. The Derby, officially called the All-Woman Transcontinental Air Race, was marred by a forced landing in Parkersburg, W.Va., which injured the pilot and co-pilot. Nonetheless, the Powder Puff Derby never suffered a fatality in nearly three decades of cross-country air races. Economics are forcing an end to the event, and the Derby trophy will be retired to the Smithsonian Institution.

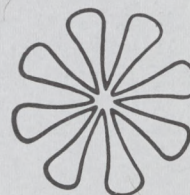
COMPUTER SERVES PEOPLE

Regional and Headquarters staff people are learning new ways to use the agency's computerized Personnel Management Information System (PMIS) in a two-week training session now underway at the Aeronautical Center in Oklahoma City. In the year since it became operational, PMIS already has taken over most of the routine personnel and training record-keeping which used to require time-consuming and cumbersome paperwork. The new uses of PMIS being taught are record-keeping for the Air Traffic Second Career Program and for in-service controller training. October 1 is the target date to begin using PMIS to keep count of the number

of disqualified controllers, reasons for disqualifications, types of second career training and other data. In addition to personnel information, PMIS also contains FAA budget data, which eventually will be "interfaced" with personnel statistics, giving agency executives a faster, more accurate way to study and manage FAA human and financial resources.

ONE MORE BICENTENNIAL BLAST

FAA WORLD's bicentennial July issue will overcome some printing problems and appear shortly. In conjunction with the nation's birthday, FAA is celebrating the 40th anniversary of air traffic control. We describe "When on the Boards Meant Just That" . . . Another significant FAA event this year will be "Chronicling FAA's History--The Drama and the Drudgery": the first of four volumes will be published this fall . . . "A Fine Figure of a Man" is one FAAer who posed for historical statues . . . When an Alaskan volcano erupted, it was "A Sight to Behold" for a handful of FAAers . . . Great Lakes is "Sowing the Seed of the Future" with its aviation education activities . . . There also are stories on a barbed-wire collector, guidelines on political activity, a bicentennial birthday cake and the most accurate clock in FAA . . . You'll also find a Word Search, Direct Line, Federal Notebook, Faces and Places and Small World.



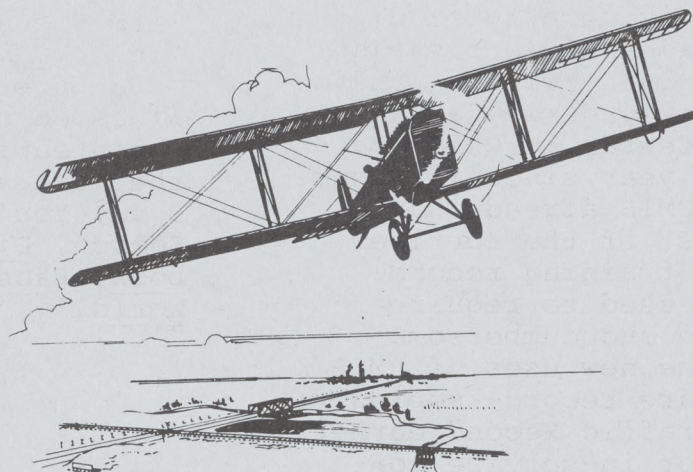
CIVIL AIR PATROL . . . Between July 22 and 28 there will be around 40 to 50 Civil Air Patrol cadets visiting the Aeronautical Center while attending orientation sessions conducted by the Academy. These cadets, boys and girls ranging in age from 15 to 18 years old, are housed at Tinker AFB and brought daily to the Aeronautical Center for this annual CAP orientation program.

RADIO-CONTROLLED AIRCRAFT STORY . . . The FAA World is gathering material for a story on FAA personnel who design/build/fly their own radio-controlled aircraft. The purpose of the proposed article is to make the point that radio-controlled aircraft really are not toys but involve the same principle of aerodynamics, etc., as regular aircraft. Anyone at the Aeronautical Center who is really into this hobby, especially those who take the airplane from the drawing board through the workshop to the flying area, contact the Public Affairs Office, AAC-5, Ext. 2562.



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

- Gaslight Dinner Theatre - "Play it Again, Sam" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing on Friday nights.
- Hunting and fishing licenses. Oklahoma non-resident fishing licenses.
- Duplicating machine - 10¢ per copy.



July 21, 1976

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: July 28, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>CIVIL AEROMEDICAL INSTITUTE</u>		
76-231	Coding Clerk, GS-357-4	AAC-101	300
	<u>DATA SERVICES DIVISION</u>		
76-232	Secretary (Stenography), GS-318-5	AAC-300	318
	<u>FAA DEPOT</u>		
76-233	Electronics Technician, GS-856-9	AAC-444	856
	Applicants must sign an employment agreement if selected, Must have one year communications experience at GS-8 or two years at GS-7.		
76-234	Electronics Technician, GS-856-9	AAC-444	856
	Applicants must sign an employment agreement if selected. Must have one year ground radar experience at GS-8 or two years at GS-7.		
76-235	Electronics Technician, GS-856-11	AAC-444	856
	Applicants must sign an employment agreement if selected. Must have one year ground radar experience at GS-10 or two years at GS-9.		
76-236	Engineering Technician, GS-802-9	AAC-444	802
	Must have environmental support/electro-mechanical experience for one year at GS-8 or two years at GS-7.		
	<u>AIRCRAFT SERVICES BASE</u>		
76-237	Aerospace Engineer, GS-861-13	AAC-840	861

July 21, 1976

- 6 -

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Terry F. Wallace	Crash Injury Investigator	AAC-114	76-141
Freddy C. Gomez	Computer Aid	AAC-340	76-142
John D. Warner	Electronics Technician	AAC-440	76-143
Dennis I. Shipley	Machinist	AAC-440	76-144
William J. Smith	"	"	"
Patty Booker	Supply Cataloger	AAC-490	76-145
Jeffie A. Standridge	"	"	"
Sue S. Higgins	Clerk	AAC-912	76-146
Darla Fletcher	Secretary (Stenography)	AAC-820	76-147
George E. Collins	Contract Specialist	AAC-70	76-149
Martha A. White	Procurement Clerk (Typing)	AAC-70	76-150
Bonnie K. Cargill	Procurement Clerk (Typing)	AAC-70	"
Carole A. Barton	Supply Clerk (Typing)	AAC-486	76-154
Alma M. Clanin	"	AAC-484	"
Teresa E. Hudson	"	AAC-484	"
Shirley Ozbirn	Secretary (Stenography)	AAC-850	76-157
Marcia A. Strawn	"	AAC-230	"
Karen S. Boyd	Travel Vouchering and Control Clerk	AAC-21	76-158
Marjorie L. Copher	"	"	"
June K. Fuson	Accounting Clerk	AAC-21	76-159
Madonna M. Gann	"	"	"
Claude J. Schuldt	ATC Spec. (Center-Instr.)	AAC-930A	75-160
Jack J. Bucholz	"	"	"
Odessa K. Amos	Quality Assurance Spec.	AAC-450	76-161
Bernard J. Bourgo	Teletypewriter Repairer	AAC-440	76-162
Charles E. Robinson	"	"	"
Terry K. Davidson	Supply Clerk	AAC-482	76-163
Johnny L. Barham	Machinist	AAC-830	76-167
Dennis I. Shipley	"	"	"
Walter F. Hawk	Sheet Metal Mechanic Leader	"	76-168
Frank L. McCoy	Aircraft Upholsterer Leader	AAC-830	76-169
Lauro C. Ochoa	Electronics Technician	AAC-835	76-170
Walter Rainer	Aircraft Records and Scheduling Spec.	AAC-850	76-171
Harold G. Starr	"	"	"
George L. Harbeson	Supvy. Production Controller	AAC-850	76-172
Karla K. Stong	Secretary (Stenography)	AAC-30	76-176
Lalene R. France	Secretary (Stenography)	AAC-240	76-178
Estella Owens	Peripheral Equipment Oper.	AAC-340	76-181
Floyd Stultz	Electronics Technician	AAC-440	76-182
LaMoyne J. Post	Electronics Engineer	AAC-445	76-183
Donald R. Wasson	Electrical Engineering Technician	AAC-54	76-184
Lynne C. Sparkman	Computer Aid	AAC-340	76-185
Laura D. Cleaver	Secretary (Stenography)	AAC-450	76-189
Linda J. Kumpe	Budget Analyst	AAC-30	76-194
Betty S. Beam	Clerk-Typist	AAC-932	76-196



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-30 July 28, 1976

NEW TRACON FOR THE BIG APPLE

A new Terminal Radar Approach Control (TRACON) facility is about to start abuilding in the busy New York area. Associate Administrator William Flener and Eastern Regional Director William Morgan are scheduled to be among those witnessing ground breaking ceremonies at Mitchel Field, Long Island on July 29 at 11 a.m. The TRACON will replace the New York Common IFR Room. Known locally as the "Common I," this facility handles traffic flying to and from all four major airports in the metropolitan area--JFK, LaGuardia, Newark and Westchester, and numerous smaller airports. The new facility will be outfitted with all the latest equipment, including ARTS III with data tags which give controllers an aircraft's vital statistics right on the scope. Airport surveillance radars at JFK, Newark, Westchester and the Islip, Long Island radar, scheduled for commissioning later this year, all will feed traffic information into the facility's radar scopes. The new building will be two stories high and will contain about 59,000 square feet of floor space. It is being built on a 15-acre lot. When the facility goes operational in 1979, it will be staffed by approximately 265 controllers.

NAATS GOES WITH PATCO

In a recent mail ballot election held by the union, the National Association of Air Traffic Specialists (NAATS) members voted heavily in favor of affiliation with the Professional Air Traffic Controllers Organization (PATCO). The PATCO membership already had voted in favor of the affiliation at their May convention in San Diego. The two unions now will work out the details of the affiliation, which will bring NAATS into the AFL-CIO fold, a status PATCO has by virtue of its affiliation with the Marine Engineers Beneficial Association (MEBA). NAATS represents about 3,700 non-supervisory FAA employees in flight service stations throughout (contd on page 4)

BEN DEMPS REPORTS TO ACADEMY

Benjamin Demps, Jr., former Acting Assistant Superintendent of the FAA Academy, will report to the Aeronautical Center on August 23, 1976, to assume the duties of Superintendent. Demps served as Acting Assistant in 1973/74. He leaves the post of Acting Chief, Airports Division in the Western Region, where he has been since November 1974.

July 28, 1976

- 2 -

COLA TO STAY TAX-FREE

No action will be taken by Congress to eliminate the tax-free status of the Cost-of-Living Allowance, according to the latest available information. COLA is provided to employees living in certain high-cost areas outside the contiguous 48 states, such as Alaska, the Virgin Islands and Hawaii. Also, the Civil Service Commission has made no statement that COLA has outlived its usefulness and intent, as was reported in the June FAA World. The CSC has, however, issued Bulletin No. 591-18, dated December 31, 1975, in which it states that Executive Order 10000 requires the CSC, in determining the appropriate allowance, to make necessary deductions from COLA when living quarters or subsistence, commissary or other purchasing privileges are furnished to certain employees or other purchasing privileges are furnished to certain employees at a cost substantially lower than prevailing local cost. COLA is based upon a comparison of living costs in the COLA area with that in the Washington, D.C. area. Therefore, should living costs go up more quickly in the Washington, D.C. area than in a particular COLA area, the COLA in that area could possibly be reduced.

IF YOU FLY, READ THE RULES

In a "Dear Pilot" letter to the nation's aviators, Administrator McLucas has emphasized that the most important and current information on how to fly in the air traffic control system is contained in the Federal Aviation Regulations and the Airman's Information Manual. McLucas noted that numerous unofficial or outdated publications are available on the subject, but may be misleading or obsolete. The FARs and the AIM "are the basic documents for such operations," McLucas wrote, "and therefore, should be used to resolve any questions."

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-25/76 Chief, Language Branch, P-5/P-0; P-5, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum; P-0, Gross: \$35,000 per annum and Net (free of tax): \$23,850 per annum. PC-20/76 Technical Officer, COM, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-21/76 Language Officer (Reviser), P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. PC-19/76 Language Officer (Translator), P-2, Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum. PC-24/76 Language Officer (Translator), P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Language Requirement (PC-19, 21, 24): French must be native tongue, or used for applicant's education. Ability to write French translations with a sound knowledge of syntax and stylistics is essential. A sound knowledge of Spanish, Russian or Arabic would be a valuable additional qualification. PC-23/76 (2 posts), Language Officer (Interpreter/Translator), P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Language Requirement (PC-23): Spanish must be native tongue, or used for applicant's education. Ability to interpret into Spanish from English is essential, and from French or Russian desirable. Ability to write Spanish translations is essential. A profound knowledge of English is essential. Applications for PC-19, 23, 24 and 25 due in AIA-29 by September 1, 1976; PC-20 and 21 due August 25, 1976. Additional information about duties, qualifications, salary and benefits is available your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

GETTING STRAIGHT ON CONFLICTS

Employees may own stocks or securities in any amount, provided that a conflict of interest does not exist. In a nutshell, this describes an important section of DOT regulations, Part 99. Some employees incorrectly interpreted a recent change in this regulation to mean they could not own any stocks. The change was announced in the May 17 INTERCOM. The amendment to the regulations merely makes ownership of stocks in any amount subject to conflict of interest rules. Formerly, employees could own--without regard to conflict of interest possibilities--stocks and securities of any single corporation with a current market value of less than \$5,000, which represented less than one percent of the outstanding stock of the company. Such holdings were considered too small to raise the possibility of conflict of interest. But no more. All holdings are now subject to the conflict of interest regulations. To repeat: Stocks can be owned in any amount if the ownership does not constitute a conflict of interest. For more information, contact the labor relations branch in your personnel management division.



AN EXCELLENT EXAMPLE

The Northwest Region office building recently received a top design award from the Washington State precast concrete industry. According to the judges in the Concrete Institute's annual competition, the building is an excellent example of the state of the art in designing structures with precast or prestressed concrete.

SPACE EXPLORATION DAY

It was on July 20 just seven years ago that the world was electrified by the message from the moon, "the Eagle has landed." And again on July 20 last week the world was astonished by the magnificently detailed pictures from the surface of Mars. So, naturally, July 20 has been proclaimed Space Exploration Day. In his proclamation, the President characterized the Viking success as "the most ambitious of all deep space explorations," and reiterated that wherever we journey in our universe, "we will have come in peace for all mankind." There is a chance that on the next "manned" extra-terrestrial mission, there may be women among the crew members. The National Aeronautics and Space Administration, currently recruiting new astronauts, has made it plain that women are more than welcome to apply. NASA said applications for new astronauts to work on the upcoming space shuttle program will be accepted until June 30, 1977.

SLOW DOWN, AMERICA

Remember the fuel crisis? Or, to put it another way: Remember the 55,069 highway deaths in 1973? The Department of Transportation remembers both, and is enlisting the support of the American public to save fuel and lives. In 1974 a national highway speed of limit of 55 mph was established with the intention of saving gasoline. That remains a continuing purpose, but statistics show that 55 mph means markedly fewer highway fatalities--9,352 fewer in 1974. The more the people who observe the speed limit, the more fuel and lives will be saved. Let's everybody remember. More information on the speed limit program is available from the DOT public affairs office in Washington.

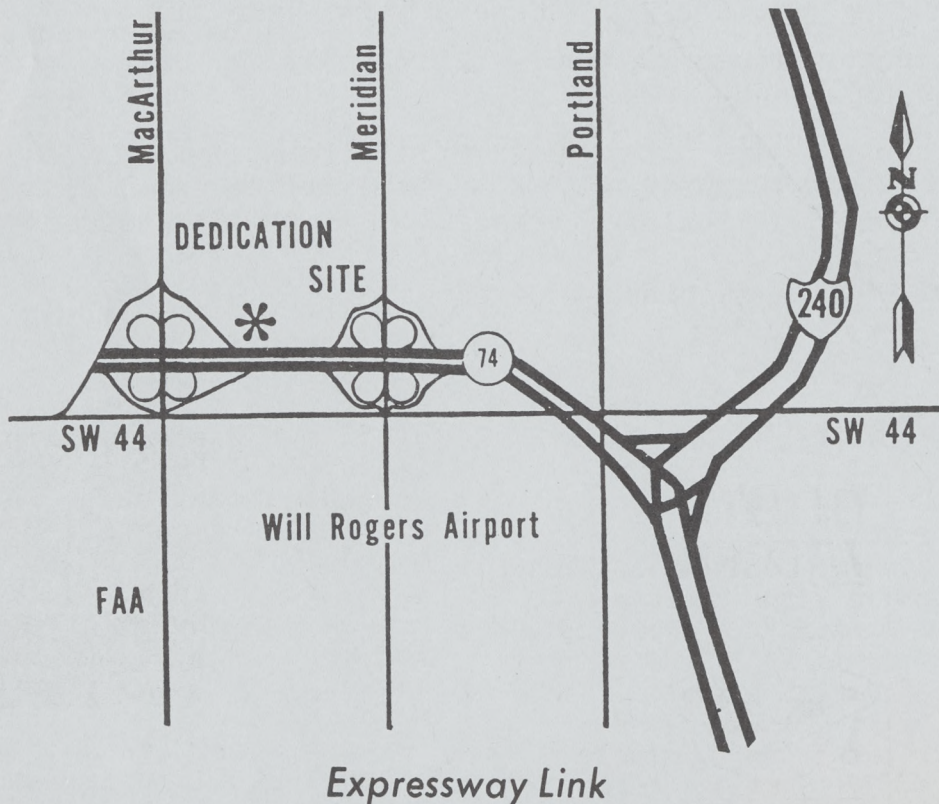
July 27, 1976

- 4 -

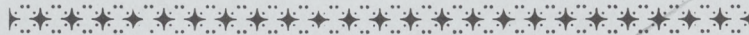
NAATS GOES WITH PATCO (cont. from page 1) the system while PATCO represents 17,750 terminal and enroute center non-supervisory air traffic controllers. Nationwide bargaining units of both groups were initially recognized by FAA in 1972. Before that time, both unions had local recognition.

JULY 30 CAFETERIA HOURS . . . On Friday, July 30, the ARB Cafeteria will be closed to Aeronautical Center employees between the hours of 11:15 and 2:00. For the convenience of employees, both ARB and Headquarters cafeterias will begin serving lunch at 10:00 that morning. The ARB cafeteria will resume normal operation after 2:00 p.m.

EXPRESSWAY LINK DEDICATION . . . S.H. 74, locally known as Airport Road, will be dedicated and open to the public on Friday, July 30. This road connects MacArthur and Meridian with Interstate 240 and will provide easy access to the Aeronautical Center and Will Rogers World Airport. After the ribbon-cutting ceremony, a special luncheon is being held at the Aeronautical Center's ARB Cafeteria. Guest speaker at the luncheon will be Congressman Tom Steed. Other dignitaries attending will be Congressman Glenn English and Oklahoma City Mayor Patience Latting.



CSC DELAYS ATC REPORT . . . The Civil Service Commission last week informed both FAA and PATCO that its draft report on controller classification standards for centers and towers will not be ready until the end of August at the earliest. Although the report was due this month, CSC said it needs the additional time to complete its analysis of the vast amount of data gathered over the past several months. The Commission did say that no change in the overall grade structure and levels contained in the present standards is contemplated at this time.



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

- Oklahoma City Dolls Football vs. Dallas, Saturday, July 31, at Taft Stadium. Season tickets: Adult \$16.00, Child under 12 yrs. \$7.00. Weekly games: Adults \$3.25, Child \$1.25.
- Oklahoma City 89ers vs. Tulsa Oilers, Doubleheader August 12. Tickets available only for this game. Box seat \$1.50, Reserve seat \$1.25 and General Admission \$1.00.
- Gaslight Dinner Theater - "Play it Again, Sam" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing on Friday nights.
- Hunting and fishing-licenses. Oklahoma non-resident fishing licenses.
- Duplicating machine - 10¢ per copy.



DRIVE DEFENSIVELY



July 28, 1976

- 6 -

Closing Date: August 4, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>			
76-238	Engineering Draftsman, GS-818-5	AAC-50	818
<u>FAA DEPOT</u>			
76-233	AMENDMENT/Electronics Technician, GS-856-9	AAC-444	856
The statement requiring an employment agreement, if selected, is withdrawn. Applicants who have previously filed on this announcement need not reapply.			
76-234	AMENDMENT/Electronics Technician, GS-856-9	AAC-444	856
The statement requiring an employment agreement, if selected, is withdrawn. Applicants who have previously filed on this announcement need not reapply.			
76-235	AMENDMENT/Electronics Technician, GS-856-9	AAC-444	856
The statement requiring an employment agreement, if selected, is withdrawn. Applicants who have previously filed on this announcement need not reapply.			
<u>FAA ACADEMY</u>			
76-239	Education Specialist, GS-1710-9 Promotion potential to GS-11 without further competition.	AAC-930	1710
76-240	Training Instructor (Instrument Trainer), GS-1712-11	AAC-950	1712
76-241	Secretary (Typing), GS-318-4	AAC-950	318

PROMOTION PLAN ANNOUNCEMENT FOR TSI EMPLOYEES

Area of Consideration: Extended to include Aeronautical Center

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
TSI-76-3	*Secretary (Stenography), GS-318-5	TES-15	318

July 28, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS (Continued)

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: August 11, 1976

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-53	*Quality Inspection Specialist (Aerospace), GS-1960-11 Must possess A & P license.	LAX FIFO	1960

*For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), submit AC Form 3330-57.

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Hays R. Cotton	Environmental Spec. (Instr)	AAC-960	76-64
Charlotte Martin	Production Controller	AAC-440	76-108
Richard James	Quality Assurance Specialist	AAC-480	76-121
Willie Sydnor	Electronics Technician	AAC-440	76-143
Jean Johnson	Secretary (Steno)	AAC-1020	76-191
Jocelyn Coldiron	Staffing Clerk (Typing)	AAC-14	76-202
Paul Epperson	Engineering Technician	AAC-54	76-203
Max Law	Airspace Sys. Insp. Pilot(CM)	OKC FIFO	FINFO-76-32
Thomas Smith	"	BTL FIFO	FINFO-76-33
Robert Cushing	"	ATL FIFO	FINFO-76-34
Preston Rainwater	"	"	"
Clarence Gibson	"	"	"
Franklin Tennyson	"	ACY FIFO	FINFO-76-35
James Davis	Airspace System Insp. Pilot	MSP FIFO	FINFO-76-36
Janette Ward	Secretary (Steno)	AFS-510	FINFO-76-40
Judith Mayes	Aviation Procedures Clk (Steno)	"	FINFO-76-42
Joan Carpenter	"	ACY FIFO	FINFO-76-43
Charley Watson	Electronics Technician	OKC FIFO	FINFO-76-45



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

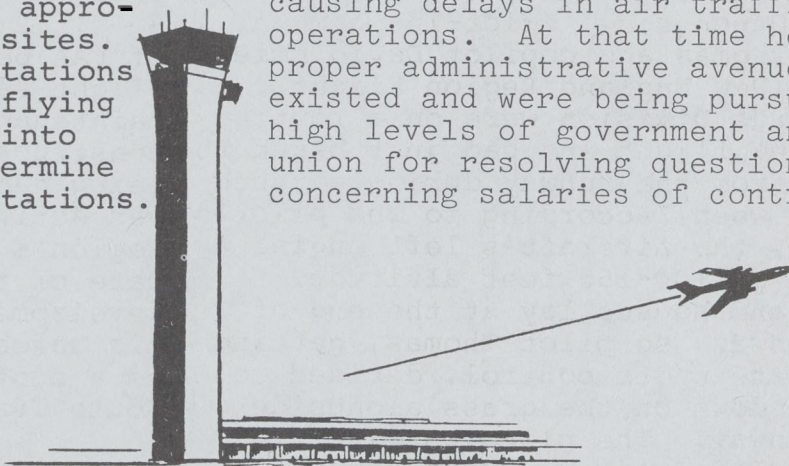
76-31 August 4, 1976

THUNDERSTORMS ATTACKED

In response to National Transportation Safety Board recommendations, the agency has outlined its multifaceted thunderstorm investigation program. Essentially, FAA is attacking the problem from both sides. Equipment to detect and classify thunderstorms in the vicinity of an airport is being installed currently at Chicago O'Hare and Dulles near Washington, D.C., while the operational limitations of aircraft flying in thunderstorms is also being investigated. The airport tests are expected to provide data required to design a system which could warn controllers and subsequently pilots of hazardous thunderstorm activity. In addition, the agency has completed tests and is preparing a radar display device which will portray thunderstorm location and severity. This information will be displayed in appropriate air traffic control sites. As for the operational limitations of aircraft, the agency is flying highly instrumented planes into actual thunderstorms to determine the extent of aircraft limitations.

FAA/PATCO REACH UNDERSTANDING -- CONTROLLERS RESUME FULL SERVICE

FAA Administrator John McLucas announced July 31 that an understanding had been reached with PATCO over the weekend. John Leyden, PATCO president, has issued a statement to all air traffic controllers urging them to resume normal operations. FAA said any abnormal delays caused by the "by-the-book operation" will no longer occur. The controllers have been assured that no downgrading will be forthcoming from the job classification study currently being conducted by the Civil Service Commission. Administrator McLucas had earlier expressed dismay publicly that air traffic controllers were causing delays in air traffic operations. At that time he said proper administrative avenues existed and were being pursued at high levels of government and the union for resolving questions concerning salaries of controllers.



NEW ATC EQUIPMENT PURCHASED

New air traffic control equipment-- almost six million dollars worth-- was purchased this month by the agency. Three separate contracts were awarded to ITT Aerospace/Optical Division of Ft. Wayne, Ind.; Deltec Corp. of San Diego and Cardion Electronics of Woodbury, N.Y. The \$3.3 million ITT contract is for 220 transceivers, 110 each of UHF (ultra high frequency) and VHF (very high frequency) types, for the en-route Back-up Emergency Communications Systems. The equipment will be installed at various remote sites to provide emergency air/ground communications in case of a failure of the primary system. Deltec is supplying 81 power conditioning systems. The units, costing \$1.4 million, will be installed at radar microwave links (RML) that receive signals from long range radar stations and transmit the data to air route traffic control centers. Cardion Electronics received a \$1.2 million contract for 255 instrument landing system (ILS) modulators.

FAA PLANE GOES DOWN

No injuries to the FAA pilot and copilot occurred in the crash landing last week at Hanscom Field in Bedford, Mass., of N-12, an agency-owned Beech Queen Air. Pilot-in-command David Thomas and copilot David Hmiel of the New England Region Flight Standards Division were on a routine training flight and had just begun to climb from the runway during a touch-and-go when, according to the pilot's report, the aircraft's left engine failed at 100-150 feet altitude. Trees and houses lay at the end of the runway, so pilot Thomas, getting the plane under control, decided to set it down on the grass alongside the runway. The plane was substantially damaged. NTSB and FAA are investigating the accident.

TWO DEPUTIES AND SUPERINTENDENT NAMED

Three top appointments were announced last week: Joseph M. Del Balzo as Deputy Director of NAFEC, Dr. Douglas E. Busby as Deputy Federal Air Surgeon at Headquarters, and Benjamin Demps, Jr., as Superintendent of the FAA Academy in Oklahoma City. Del Balzo's most recent post was chief, Advanced Concepts Staff, Office of Systems Engineering Management. Prior to that he served from January 1974 to August 1975 as chief of the Microwave Landing Systems Division, Systems Research and Development Service. Under his leadership, many important milestones were passed in the development of an American MLS system. Del Balzo joined the agency in 1958 as an electronic engineer in Portland, Maine. Dr. Busby most recently was chief of the Aeromedical Research Branch at FAA's Civil Aeromedical Institute in Oklahoma City. Before joining FAA, he was a consulting physician to the Canadian Civil Aviation Medicine Service. He also directed medical programs for several airlines. Dr. Busby has authored numerous articles and has written one book and edited another on aerospace medicine. He received his medical degree in 1960 from the University of Western Ontario, Canada. A one-time air traffic controller and past deputy chief of the New York Common IFR Room, Demps will oversee training of FAA people in air traffic control, flight safety, airway facilities maintenance and airport safety and construction standards. Before being named to the new job, Demps was Acting Chief of the Western Region's Airports Division. A graduate of the agency's Executive Development Program, Demps began his career with the agency in 1956 as a controller at the New York Air Route Traffic Control Center.

NEW GEAR FOR FSSs

FAA is making steady inroads on the mountains of teletype paper which clutter up flight service stations. The agency is buying 800 high speed keyboard/cathode ray tube display devices which will give FSS specialists more time to assist pilots by eliminating cumbersome paper shuffling, thus speeding delivery of weather and flight information to pilots. The \$3.9 million contract to Applied Devices Corp., of Hauppauge, N.Y. also includes 325 control units and data recorders and 400 high speed paper printers (to be used sparingly) associated with the keyboard/display units. The new data terminal equipment can receive information at 3,000 words per minute, compared to today's 100 wpm teletypewriters. The data terminals will be tied in to FAA's weather and flight data network for receiving and sending information. Delivery of the first DTE components to the FAA Depot in Oklahoma City for subsequent distribution to flight service stations will begin in approximately one year.

ABOUT LIFE INSURANCE, PART II

Last month, in the first of two articles, we discussed some of the provisions of the Federal Employee's Group Life Insurance Program. The program provides "term" insurance, meaning that the insurance has no cash value. All new Federal employees automatically obtain regular life insurance coverage, unless they waive it, and an opportunity to elect optional insurance. After waiving insurance, or the optional insurance, employees may elect to participate only after one year has elapsed from the date of the waiver and then, only after passing a physical examination. The program is funded by "level premiums". "Level premium" means that premiums do not increase as the employee gets older. Although level premiums exceed the actual cost of the insurance protection in the early years of employment, this arrangement is the only one under which it is possible to provide insurance protection to older persons without increasing their premiums to the point where the premiums become prohibitively expensive. In other words, by accumulating an excess of premiums from employees during their early years of employment and from those who terminate from Federal service before retirement age, it is possible to provide affordable insurance to employees as they grow older and continuation of coverage after retirement when payments of premiums are no longer made. These policies are typical of group insurance plans as opposed to individual insurance policies or programs. The program is a compromise which attempts to meet some of the insurance needs of the career employee over the entire period of his or her service and retirement. Enrollment throughout one's career provides guaranteed affordable coverage without risk of denial of coverage.



CIVIL RIGHTS COMMITTEE . . . Thomas W. Morris, AAC-61, has been designated Chairman, Civil Rights Committee, at the Aeronautical Center for a two-year term ending June 30, 1978. He succeeds William Merritt, AAC-942. This Civil Rights Committee has a very important advisory role in promoting EEO and civil rights for all Aeronautical Center employees. It provides a channel whereby ideas may be interchanged, communication among employees and between them and management can be improved, for discussion of problems and recommending corrective action to benefit employees regardless of race, color, religion, sex, age, or national origin.



EMPLOYEE AWARDS . . . Congratulations to the following employees who were presented awards in the Director's staff meeting on August 3, 1976: Barton Holtz, AAC-944D, received a Special Achievement Award based on Outstanding Performance; Caryn Martin, AAC-482B, received a Quality Step Increase Award; and Charles W. Edwards, AAC-486B, received a Quality Step Increase Award.

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

- Oklahoma City 89ers vs. Tulsa Oilers - Doubleheader August 12. Tickets are available only for this game. Box seat \$1.50, Reserve seat \$1.25, and General Admission \$1.00.
- Gaslight Dinner Theater - "Play it Again, Sam" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing on Friday nights.
- Hunting and fishing licenses. Oklahoma non-resident fishing licenses.
- Duplicating machine - 10¢ per copy.

Golf Tournament at Broadmoor August 14. Sign up now at the Employee Association Office until Friday, August 6.

Oklahoma State Fair Rodeo and Ice Capades tickets will be available soon.

August 4, 1976

- 5 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: August 11, 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>		
76-242	Voucher Examiner, GS-540-5	AAC-21	500
	<u>PLANT ENGINEERING DIVISION</u>		
76-243	Carpenter, WG-4607-9	AAC-55	JE-4607
76-244	Utility Systems Operator, WG-5406-9	AAC-55	JE-5406
	Hours of duty will be 3:30 p.m.-midnight, Friday through Tuesday. Regular days off will be Wednesday and Thursday.		
76-245	Utility Systems Operator Helper, WG-5406-5	AAC-55	JE-0001
	Promotion potential to WG-9 without further competition.		
	<u>ENGINEERING AND MANUFACTURING DIVISION</u>		
210-1	Aerospace Engineer, GS-861-13	AAC-210	800
	<u>FAA DEPOT</u>		
76-246	Packer, WG-7002-6	AAC-430	JE-7002
76-247	Equipment Specialist (Electronics), GS-1670-9	AAC-482	1670
	<u>AIRCRAFT SERVICES BASE</u>		
76-248	Aircraft Mechanic Helper, WG-8852-5	AAC-830	JE-0001
76-249	Production Controller, GS-1152-9	AAC-850	1152
	<u>FAA ACADEMY</u>		
76-225	*Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AAC-951	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). Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

August 4, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS (Continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
76-226	<u>FAA ACADEMY (Cont'd)</u> *Supervisory Airspace System Inspection Pilot (Instruction), GS-2181-14	AAC-954	2181

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

=====

PROMOTION PLAN ANNOUNCEMENT FOR FINFO EMPLOYEES ONLY

Closing Date: August 18, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-54	Airspace System Inspection Pilot, GS-2181-13	ACY FIFO	2181

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

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Jonathan McAllister	ATC Specialist (Instr)	AAC-930	76-13
Kenneth Hampton	Aircraft Mechanic Foreman	AAC-830	76-129
Johnny Brooks	"	"	"
Alvie Groves	Sheet Metal Mechanic (Aircraft)	AAC-830	76-166
Jerry Bass	"	"	"
Jerry Hill	"	"	"
Jerry Bartlett	Supply Clerk	AAC-430	76-186
Jimmy Orr	Electronics Technician	AAC-440	76-188
William Hinkle	Machinist	AAC-440	76-195
Paul Hooper	"	"	"
Roger Peters	"	"	"
Geneva Nance	Clerk-Typist	AAC-950	76-196
Tena Schamahorn	Clerk-Stenographer	AAC-442	76-201
Jimmie Tyler	Utility Systems Operator	AAC-55	76-205
Charles Graves	Teletypewriter Repairer	AAC-440	76-214
Bernard Erickson	Aircraft Maintenance Officer	LAX FIFO	FINFO- 76-39



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-32 August 11, 1976

ARTS III--MAKING A GOOD SYSTEM BETTER

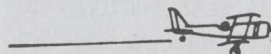
FAA is moving ahead with enhancements to the Automated Radar Terminal Systems (ARTS III), as well as buying one system for the New York area and three for enroute air traffic control. Enhancements for the 29 busiest of 65 existing systems will enable controllers to put data tags on the radar scope for aircraft not equipped with transponders; provide capacity for additional radar displays; and permit the computerized system to continue operating with reduced functions in the event of component failure. All 65 systems will receive equipment for continuous data recording and playback of air traffic control operations. Enhancement deliveries will begin in the fall of 1977 with completion scheduled for January 1979. A new system, complete with enhancements, will be delivered in the spring of 1978 to the new New York approach control at Mitchel Field, for which ground was broken on July 29. The system is slated to go into operation about one year later. Enroute systems--EARTS--will be delivered to the San Juan, Anchorage, and Honolulu Air Route Traffic Control Centers by the spring of 1978. These systems will display the same kind of alphanumeric data tags on radar scopes as are now provided by automated systems in the 20 mainland enroute centers. (See ARTS, page 3)

CONGRESS PASSES BUDGET

The House and Senate last week agreed on the DOT fiscal year 1977 budget bill, which includes \$1.981 billion for FAA. This amount is \$56.2 million more than the FY '76 FAA budget, but \$44 million less than requested by the agency for 1977. Included in the budget are \$200 million for facilities and equipment, \$74.3 million for research, engineering and development and \$1.666 billion for operations. The bill now goes to the White House.

NEW HOME FOR COLD BIRDS

There's a place once again to keep FAA planes safe and warm during long cold nights up there by the Arctic Circle. A new hangar was dedicated July 23 in Anchorage by Alaskan Regional Director Lyle K. Brown. The 204-foot by 208-foot hangar replaces a similar building destroyed by fire in November 1974. The new building is large enough to accommodate all five agency aircraft assigned to Alaska: two DC-3s and a Sabreliner used in flight inspection of air navigation aids, and two cargo aircraft, a DC-3 and a C-123. In addition, there'll be plenty of space for technical offices and shops.



WHAT PLANE IS THAT?

FAA doesn't want anyone tampering with the identification plates required on aircraft, aircraft engines and propellers. The agency says there have been cases where the ID plates--which contain the builder's name and serial number and other pertinent information--have been altered or switched from one plane to another in an apparent effort to obtain an airworthiness certificate without meeting the applicable requirements. For example, ID plates have been removed from aircraft that have been destroyed in accidents or that are not otherwise flyable and installed on "look-alike" military surplus aircraft or aircraft built from spare and surplus parts. The person making the switch then applies for a duplicate copy of the original airworthiness certificate issued for the aircraft from which the ID plate was lifted, claiming that the original was either lost or destroyed. Although the agency says it does not know how widespread this practice may be, regulatory action is needed to specifically prohibit persons from removing or altering ID plates without FAA permission. FAA, therefore, has issued a notice of proposed rulemaking to that end.

EL AEROPUERTO

Whether it is called "el aeropuerto" or an airport, a real or make-believe trip to the center of aviation activity can be a fascinating learning experience for school children. Hispanic children now can share this experience using a new bilingual learning kit available from the agency. The kit consists of an illustrated story-picture book with bilingual text and word list, reproducible pictures

and mimeograph duplicating masters, as well as career information on various aviation occupations. Schools can get the kit, AGA-300-120, by sending a request on school letterhead to DOT, TAD-443, Washington, D.C. 20590.

SETTING THE RECORD STRAIGHT

The All Woman Transcontinental Air Race, better known as the Powder Puff Derby, may have come to an end this year but you can't blame FAA. That's the view of Betty Wharton, the second vice chairman of the event, who recently wrote the Administrator to disavow news stories that cited lack of FAA cooperation--because of alleged discrimination against male entries--as one of the reasons for terminating the event. "Nothing could be further from the truth," she noted. "The Race Board has always enjoyed exceptionally GOOD cooperation from local, regional and national offices of the FAA!" She asked the Administrator to pass on her views to all FAA employees and tell them: "Without your cooperation, we could not have had a race."

X-RAY UNITS MUST BE EQUAL

X-ray units used by foreign airlines to check carry-on luggage at U.S. airports will have to meet the same safety and performance standards established by the agency for X-ray equipment used by U.S. airlines as of August 23. These standards include maximum radiation levels as prescribed by the Food and Drug Administration, minimum performance and detecting capabilities, proper training of employees operating the equipment and safeguards against the possible exposure of employees and others to excessive radiation. Last October, FAA issued a related regulation requiring foreign airlines operating in the U.S. to use passenger screening procedures similar to those required of U.S. airlines.

FAA TO GET 'HOTLINES'

In a move to speed up the acquisition of vital weather information for pilots, FAA will install 60 "dedicated" request-reply teletype circuits for use by flight service specialists in 60 high-activity FSSs. The circuits will save time for specialists who need extra information not found in the routine teletype weather reports. The circuits will replace existing request-reply arrangements which do not provide instantaneous replies. Installation will be made at all Level III FSSs and at Level II FSSs which have instituted the Enroute Flight Advisory Service (EFAS). Fifty percent of the circuits will be installed by August 15 and the rest by September 15. Western Union is providing the circuits under a \$250,000 contract.

LONG-TERM TRAINING

The annual notice announcing long-term training programs will be distributed in early August. If selected, an employee would attend an institution of higher learning for an academic year. The agency pays for the training, salary, and related expenses of participants. After the training, participants will receive placements which further broaden their experience. Brief descriptions of the programs follow:

Management & Public Administration Educational Program for Federal Officials at Mid-Career: GS-16 and above (Princeton University).
Education for Public Management (EPM): GS-11-14 (Cornell, Harvard, Indiana, MIT, Princeton, USC, U. Va., and Univ. of Washington).
Management & National Security
Air War College: usually GS 14-15 (Maxwell AF Base, Alabama). Industrial College of the Armed Forces (ICAF): usually GS-15-16 (Ft. McNair, Washington, D.C.).
Transportation Studies & Management
Air Transportation Systems Specialist

(ATSS) Program: GS-11-14 (University of California, Berkeley).

If you are interested in further information about these programs or the requirements, refer to last year's Notice 3155.2 or the pending notice in the same series which will be distributed to the supervisory level. Your Training Branch can also provide guidance. Applications (which usually include SF-171's, academic transcripts, and supervisory evaluations) will be due at your Personnel Management Division in mid-September.

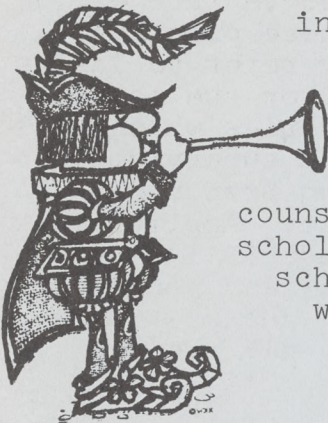
AUGUST 'FAA WORLD'

Better and shorter training is in the offing because "Radar Simulators Are Coming" and O'Hare is the first to get them . . . "Patent Number 821393" is that of the Wright Flyer, a replica of which was built by high school students as a bicentennial project . . . You don't hear much about them now, but "The Air Marshals (Still) Carry On" . . . Read about an unusual certification project, as NASA is "Reaching for the Stars on Wings" . . . A computer program "Idea's Shake-down Becomes Acid Test" during a flight assist . . . "DO! Cooperation Dogs Polluters" is about FAA's assisting the Coast Guard in spotting oil spills . . . You'll also find your favorite features: Federal Notebook, Faces and Places, Small World and Direct Line.

ARTS III (from page 1)

Upon receiving its EARTS, the San Juan facility will become a combined center/approach control (CERAP), taking over approach control functions of the San Juan, St. Croix and St. Thomas airports. An EARTS also will be delivered to Nellis Air Force Base in Las Vegas. The Sperry Rand Univac Division, Minneapolis, is providing the enhancements and new systems under a \$36,675,000 contract.

OUTSTANDING SUMMER AIDS NAMED . . . Two summer aids were given awards for outstanding work performance during the Summer of '76. in an Awards Program on Friday, August 6. James Ruyle, who has been working in the Film Library, and Cheryl R. Harris, who worked in the Engineering and Production Branch of the FAA Depot, were given their awards in the Headquarters Auditorium ceremony attended by all 79 summer aids. Marlene F. Harris, who worked for the counsellor's office in Personnel, was given a one-year scholarship to South Oklahoma City Junior College. The scholarship pays fees and tuition. The summer aid program which began June 7, ends August 20.



HATCH ACT STILL IN EFFECT . . . Despite wide speculation that the Hatch Act will be amended to permit wider participation by Federal workers in partisan political activity, Hatch Act provisions have not been changed in any way. Any employee desiring information on their status in regard to the Hatch Act should refer to Fed Facts #2 on the Political Activity of Federal Employees, available in the Labor Relations Branch, Room 155 Hdq. Bldg., Ext. 2638.

TIGHTER HEALTH INSURANCE SCRUTINY . . . Blue Cross-Blue Shield has announced that they will begin to stringently screen all Federal Employee Program (FEP) claims on a case-by-case basis for admissions which are not medically necessary, occurring on and after August 1, 1976. Other insurers are expected to follow suit.

Employees should take steps to protect themselves if they don't want to be confronted with medical-hospital bills they thought were covered by insurance.

It is suggested that special attention be given to the following:

- Be alert to phrases in the official insurance brochures such as "where medically necessary," "medical necessity," etc.
- Do not allow admission into hospital for lab tests, X-rays, and other procedures that can be performed on an outpatient basis.
- Be cautious about special duty nursing services.



If a claim for service is initially denied, the FEP member may request a review of the claim by following procedures outlined in the Service Benefit Plan Booklet, No. BRI 41-25.

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

- Oklahoma City 89ers vs. Tulsa Oilers. Doubleheader August 12. Tickets are available only for this game. Box seat \$1.50, Reserve seat \$1.25, and General Admission \$1.00.
- Gaslight Dinner Theater - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing on Friday nights
- Duplicating machine - 10¢ per copy.
- Oklahoma State Fair Rodeo and Ice Capades tickets are on sale now. Ice Capades tickets available for Friday, Saturday afternoon, Monday and Wednesday, Sept. 24, 25, 27 and 29. Rodeo tickets available for Friday afternoon, Saturday afternoon, and Sunday afternoon, October 1, 2, and 3.



FAMOUS REVOLUTIONISTS - TOM PAINE...

Although Thomas Paine didn't come to America until 1774, he quickly became impatient with Americans. He found people who felt so strongly against being ruled from London that they fired on British troops and ringed Boston with a makeshift army. In spite of this, most Americans still thought of themselves as Englishmen who somehow would eventually reach an understanding with King George III and Parliament. "It was the cause of America that made me an author," Paine said



Thomas Paine



later. "I neither read books nor studied other people's opinions--I thought for myself." Paine saw clearly that it was too late for reconciliation with London. The colonies owed no allegiance to Britain. They ought to be an independent nation with a federal government, and the time for independence had come. In Jan. 1776, he published a 48-page pamphlet titled Common Sense, which set forth these ideas so clearly and compellingly that Americans from New England to Georgia were convinced. By spring, 100,000 copies were circulating even in the remotest regions. People spoke freely in taverns and marketplaces of independence, a word that would have seemed shockingly treasonable only a short time before. Paine eventually wound up in France, became a supporter of the French Revolution and was voted French citizenship. However, because of his blunt opposition to violence & bloodshed, he was imprisoned for 10 months and it took James Monroe, our American minister to France to set him free. In 1802 it was President Jefferson, who had been influenced by Paine's arguments before writing the Declaration of Independence, who arranged for Paine's safe return to America where he lived until 1809.

August 11, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: August 18, 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>OPERATIONS STAFF</u>		
76-252	Secretary (Stenography), GS-318-5	AAC-8	318
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
76-253	Employee Relations Specialist, GS-230-5 Promotion potential to GS-11 without further competition.	AAC-16	200
	<u>PLANT ENGINEERING DIVISION</u>		
76-254	Engineering Technician, GS-802-9 Requires specialized experience in drafting.	AAC-54	802-1
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-211	CANCELLED/Editorial Clerk, GS-1087-4 Filled by internal reassignment.	AAC-45	1087
	<u>AIRCRAFT SERVICES BASE</u>		
76-255	Program Analyst, GS-345-11	AAC-810	345
76-256	Production Controller, GS-1152-11	AAC-850	1152
	<u>FAA ACADEMY</u>		
76-257	Cold Type Composing Machine Operator, GS-324-4	AAC-940	324

PROMOTION PLAN ANNOUNCEMENTS FOR FINFO

FINFO-76-49	Manager, Flight Inspection Field Office, GS-301-15 Area of Consideration: DOT-Wide	LAX FIF0	301-7
FINFO-76-56	Supervisory Navigational Systems Specialist, GS-301-13 Area of Consideration: FINFO-Wide	AFS-550	301-7

Closing Date: 08-25-76



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

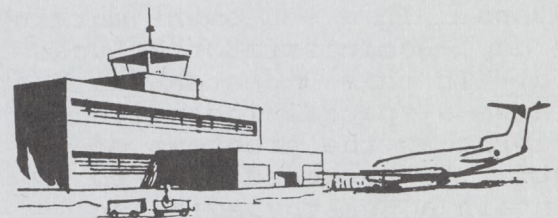
76-33 August 18, 1976

DOT OFFICIALS PARLEY WITH MINORITY CONTRACTORS

In a conference marked by spirited comments from the floor, Secretary Coleman and all DOT modal administrators met with minority business contractors in Washington recently to hear suggestions for improving DOT's minority contracting programs. Secretary Coleman expressed his personal commitment to this goal, saying "In these matters, I want the buck to stop here." He noted that in the past year DOT contracts to minority businesses increased 2 1/2 times, from \$54 million to \$138 million. In the past five years, the conferees were told, FAA minority contracts have risen from \$713,559 to \$18.719 million. However, the Secretary said, "I do not suggest that we have accomplished all that could or should be done to assure that minority enterprises reap a fair share of our transportation dollars." He asked the conferees to "tell us what more we can do to improve minority hiring and contracting." Secretary Coleman also highlighted the newly-established Minority Business Resource Center in the Federal Railroad Administration which will assure minority business participation in rail rebuilding authorized by a \$6.4-billion Federal program enacted this year. About 300 minority business representatives from across the country attended the one-day conference.

WIND REMAINS A PROBLEM

Based on a study of 7,856 non-fatal, weather-related general aviation accidents occurring in the years 1964-1974, the National Transportation Safety Board concludes that most of the crack-ups happened during landing in unfavorable wind conditions. Most of the pilots, said NTSB, "did not compensate properly for the ambient wind conditions or used poor judgment where they attempted to land." As a result, the Board recently recommended that FAA expedite development of a simple, economical wind measuring system for small airports used primarily by general aviation aircraft. The Board also recommended that FAA emphasize the hazards of unfavorable winds through such means as discussions at safety seminars and clinics, addition of appropriate questions in pilot tests and inclusion of material to highlight the problem in pilot school courses.



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

QUICK STUDY IN THE AIR

Just before noon, the Washington en route center heard the woman's emergency radio message. She said her pilot husband had suffered an apparent heart attack, and she didn't know how to fly the airplane or even know where she was. Controllers Earl Haymaker and Michael Andrews went to work immediately, calming the woman and telling her how to turn on the "ident" feature of the transponder. With the plane located by radar over West Virginia, the controllers directed another aircraft, whose pilot had offered to help, toward the distressed aircraft. Half an hour after the ordeal began, it was all over, as the second plane led the woman to the Lewisburg, W.Va. airport where she made a safe landing, helped by her semi-conscious husband. During July, 231 flight assists were reported-- 116 by flight service stations, 94 by towers and 21 by centers. There were 339 people on board the aircraft involved. Primary causes of the assists included 153 lost pilots, 35 low on fuel, 29 in bad weather, and 57 with equipment malfunction.

A REMINDER OF GREATNESS

August 19 is National Aviation Day, in honor of Orville Wright's birthday. Orville, the youngest of four Wright Brothers, was born in 1871 in Dayton, Ohio. Wilbur saw his first light on April 16, 1867 near Millville, Indiana. In a statement marking the day, Administrator McLucas said, "In this Bicentennial Year, we have a special incentive for celebrating the progress of the past...." He added that to maintain a healthy aviation industry, "The rich heritage of the Wright Brothers--their endowment in America's future--deserves the rededication of us all."

DON'T LOSE LEAVE

The Civil Service Commission requires that all annual leave be scheduled and approved in writing before the beginning of the third biweekly pay period prior to the end of the leave year. For the current leave year, that date is November 20. Management should encourage employees to file annual leave requests before that date and should schedule and approve annual leave for those who do not. If an employee does not request or use annual leave that is subject to forfeiture, he cannot have the forfeited annual leave restored for later use.

COMMISSION TELLS ALL

The Civil Service Commission is making public its reports on personnel management in Federal agencies. All evaluation reports completed on or after July 1, 1976, will be available for public viewing in the CSC library in Washington, D.C. Names of individual employees in the reports will not be released in order to protect privacy. The evaluations are conducted by CSC to assure that Federal agencies carry out their personnel functions in accordance with law and Commission regulations. The reports identify problems and recommend corrective action. Reports completed before July 1 will be available on request. The CSC action stems from Federal court rulings under the Freedom of Information Act.



NEW 'FAM' FLIGHTS PROPOSED

In response to an FAA request, the Civil Aeronautics Board (CAB) has issued a Notice of Proposed Rule-making to permit flight test pilots and aeronautical procedures specialists to take airline familiarization flights similar to those now available to air traffic control specialists. FAA said, and CAB concurred, that such flights would improve the employees' job performance and thereby promote aviation safety. About 50 engineering flight test pilots, who develop aircraft operating limitations, and 100 aeronautical procedures specialists, who develop instrument flight procedures and aeronautical charts, would be eligible for the "fam" flights. The CAB proposal would permit each employee to make one free airline flight per year on any single airline unless I. certifies that additional flights are necessary.

HOW TO SPOT A LEMON

Buying a second hand car? Want to figure out if it's a lemon before you get it out on the road? You can by calling the National Highway Safety Administration's "hotline" which is going national this month. Basically, the hotline can tell a prospective purchaser if a particular car, make and model has been involved in a recall. It also can tell buyers how to determine if the required adjustment or change was made to the car. In fact, hotline operators have a flood of facts and figures, all stored in a computer, available to them. The hotline is staffed from 8:30 a.m. to 5 p.m. At other times a tape recorder will take a message and the hotline staff will return the call. The hotline number is 800-424-9393. In the Washington, D.C. metro area: 426-0123.

CASTLEBERRY GOES NORTH

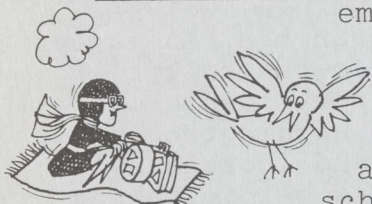
President Ford has appointed Garland P. Castleberry as alternate U.S. representative to the International Civil Aviation Organization in Montreal. Castleberry formerly was Director of the Executive Secretariat in the Office of the FAA Administrator. In his new post, Castleberry also will serve as U.S. representative on ICAO's Air Navigation Commission. He joins the State Department for an initial three-year tour at ICAO, with a possible two year renewal. He began his FAA career as an air traffic controller at the Memphis en route center in 1958, moving to Washington in 1964 where he held increasingly responsible posts before taking over the Executive Secretariat in 1974.

FEDERAL REPORT ON WOMEN

The Federal government has published a 382-page report on barriers to full participation of women in American life. FAA/DOT made a major contribution to the Congressionally-funded report, which is titled, "To Form a More Perfect Union." One year in the making, the report is divided into topics such as women in power positions, enforcement of discrimination laws and women at work. Included in the report is a survey of 50 Federal agencies, among them DOT, showing how agency policies affect all American women, including the agency's own employees. The report offers recommendations on a wide range of problems. Copies may be ordered for \$5.20 from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

HATE TO SEE 'EM GO. The Office of Personnel and Training has initiated a study to find out the patterns of minority and female attrition in FAA. P&T wants to know what kind of jobs, which geographic locations, and what other factors are involved in separations from FAA. This information will be helpful in improving the employment status of minorities and women in the agency. The five-month statistical study is being performed by International Business Services, Washington, D.C., under a \$50,844 contract.

REPORTING TO MTS . . . There appears to be some confusion among employees regarding reporting times for MTS courses.



All employees scheduled for MTS training should note that all courses begin at 8:00 a.m. on Monday with the exception of Course 01200, Basic Supervisory, which begins at 8:00 a.m. on Tuesday. For all courses except 01200, employees are expected to schedule their arrival in Lawton after 12:00 noon on the Sunday before the Monday morning class. Students for Course 01200 should arrive after 12:00 on Monday before the Tuesday class.

FLYING CLUB MEETING SCHEDULED . . . The August membership meeting of the FAA Flying Club will be held on Thursday, August 19, at 4:30 p.m. in Room 116 of ANF #2. An important item for discussion is the possible replacement of a club aircraft. All members are encouraged to attend this important meeting. Entrance to the building after 4:30 must be through the east door.

THE JUDGE IS COMING — IS THE BENCH BROADENING? . . . The Hon. Terry Pendell will be the guest speaker for this Bicentennial Year's noon-day celebration of Women's Equality Day, August 26. The subject of her speech will be "Is The Bench Broadening?" Appointed municipal court judge in 1975, Judge Pendell is the first woman to hold this position in the history of Oklahoma City. She has been involved extensively with the movement for women's equality, has been a practicing attorney for over eight years, was a teacher in the Oklahoma City school system, and in spite of all this, she is the mother of two young boys and manages the home front in an admirable manner. Plan now to attend — August 26 in the Headquarters Auditorium.

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

- Gaslight Dinner Theater - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing on Friday nights.

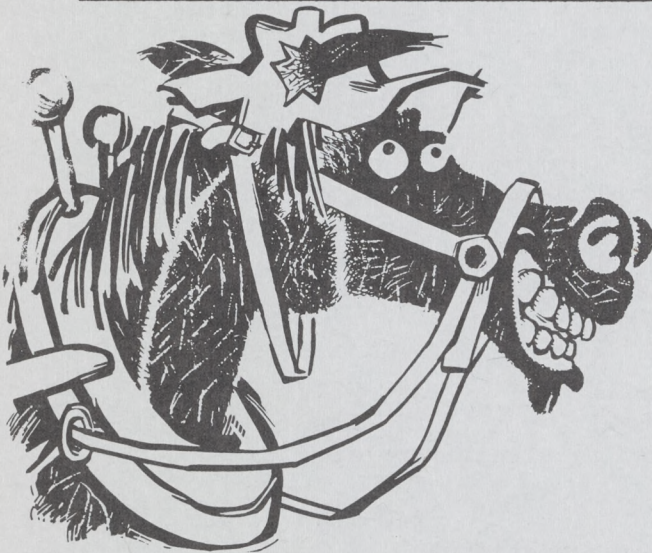
- Duplicating machine - 10¢ per copy

- Oklahoma State Fair Rodeo and Ice Capades tickets are on sale now. Ice Capades tickets available for Friday, Saturday, Monday and Wednesday, Sept. 24, 25, 27 and 29. Rodeo tickets available for Friday afternoon, Saturday afternoon, and Sunday afternoon, October 1, 2, and 3.

- The Employees Association Picnic tickets go on sale August 23.

GET IT STRAIGHT FROM THE HORSE'S MOUTH

WHAT TO DO IF YOUR ACCELERATOR STICKS...



You let up on the gas pedal and nothing happens. Keep cool--this is one of the easiest of driving emergencies to handle. If you're on the open highway and there's plenty of room ahead, try to pull the pedal up with the toe of your shoe or have a front seat passenger do it. Don't reach down yourself and take your attention from the road. But on some cars there is no connection between the pedal and throttle linkage; check the type you have. If there isn't time, simply turn off the ignition and brake to a stop. But remember--with power

brakes and steering, turning off the engine will make steering and braking hard work. Be ready for the stiffness and bear down. If a quick stop or maneuvering is necessary, you can leave the power on and shift into neutral depress the clutch. But get stopped in a hurry and shut off the engine at once--a motor racing without load can tear itself to pieces quickly.

SAFE DRIVING is more
HORSE SENSE



than
HORSEPOWER!

August 18, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: August 25, 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>		
76-258	Secretary (Stenography), GS-318-6	AAC-40	318
	<u>PLANT ENGINEERING DIVISION</u>		
76-259	Electromotive and Powered Ground Equipment Mechanic, WG-5801-8	AAC-50	JE-5801
	Promotion potential to WG-10 without further competition.		
	<u>PROCUREMENT DIVISION</u>		
76-260	Procurement Clerk (Stenography), GS-1106-4	AAC-70	1106
76-261	Purchasing Agent, GS-1105-7	AAC-70	1105
	<u>DATA SERVICES DIVISION</u>		
76-262	Data Transcriber, GS-356-4	AAC-340	356
	<u>FAA DEPOT</u>		
76-263	Preservation Packager Leader, WL-7004-7	AAC-430	JE-7002
76-264	Electronics Technician, GS-856-9	AAC-440	856
76-265	Electrical Equipment Repairer, WG-2854-10	AAC-440	JE-2854
	Promotion potential to WG-11 without further competition.		
	<u>FAA ACADEMY</u>		
76-266	Education Specialist, GS-1710-11	AAC-933	1710
76-267	Electronics Technician, GS-856-11	AAC-952	856
	One year of the specialized experience must be directly related to aircraft simulators.		
76-268	Clerk-Typist, GS-322-3	AAC-940	322
	Promotion potential to GS-4 without further competition.		

August 18, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENT FOR ENGINEERING AND MANUFACTURING BRANCH

Area of Consideration: Extended to include Aeronautical Center

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
AAC-210-2	Secretary (Stenography), GS-318-4	AAG-210	318

PROMOTION PLAN ANNOUNCEMENT FOR FINFO

Area of Consideration: FAA-Wide

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76-52	Supervisory Airspace System Inspection Pilot, GS-2181-14	MSP FIFO	2181

SELECTION LIST	POSITION	LOCATION	ACPP NO.
George McDonald	ATC Specialist (Term-Instr)	AAC-930	76-12
Theodore Lane	"	"	"
Kenneth Mitchell	"	"	"
David Smith	ATC Specialist (Center-Instr)	"	76-13
David Andrews	Aviation Safety Insp (Mfg)	AAC-210	76-104
Clarence Greene	Identification and Condition Verifier	AAC-430	76-152
Charles Coburn	Silk Screen Printer Helper	AAC-830	76-164
Beverly Baker	Clerk-Stenographer	AAC-910	76-201
Priscilla Salyers	"	OKC FIFO	"
Christine Curtis	"	AAC-40	"
Linda Behrens	"	"	"
Jerome Robles	Maintenance Mechanic	AAC-55	76-204
Frank Reddout	Airplane Pilot	AAC-820	76-207
Willard Rampley	Aircraft Mechanic Leader	AAC-830	76-209
Philip Rich	"	"	"
Clifford Miner	Auditor	AAC-80	76-213
Armando Dominguez	Gen. Comm. Equip. Opr.	AAC-44	76-219
Donna Clark	Lead Medical Record Technician	AAC-101	76-220
Clara Staggs	"	"	"
David Francis	Aerospace Engineer	AAC-840	76-237
Susan Williams	Clerk-Typist	AAC-230	76-259



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-34 August 25, 1976

JUDGE TERRY PENDELL - WOMEN'S EQUALITY DAY

Thursday, August 26, 1976, Judge Terry Pendell will speak at 12:30 in the Headquarters Auditorium in recognition of Women's Equality Day. Women's Equality Day commemorates the ratification of the 19th Amendment to the U.S. Constitution on August 26, 1920, which gave the American women the right to vote.

Judge Pendell will tell of her activities in the women's equality effort and her experiences as a woman in a predominantly man's career field. She will share her concern for the problems women have in getting their careers started.

All employees, men as well as women, are encouraged to come hear Judge Pendell.

AF TECHNICAL CAREERS IN THE MAKING

More women and minority persons are preparing to enter highly technical jobs in the agency's Airway Facilities work force as an 18-member class graduated last week from the six-month electronic technician qualification course in the FAA Academy. The female and minority members of the class, who were recruited from within and outside FAA as GS-4's (8056 series) by AF sectors and regional offices, now return to field facilities to pursue on-the-job training. After reaching "entrance level" to an ET job (usually GS-5), employees ordinarily need four to five years of satisfactory performance to become a GS-11 journeyman technician. Catherine Sullivan of the Headquarters AF Manpower and Training Branch said class members are "extremely enthusiastic" about their career opportunities but also are aware of the hard work they face in the field. Another class of 18 will graduate in October. Sullivan noted that women and minorities move into AF careers through other routes besides the Academy qualification course, such as direct hiring based on higher levels of experience or education. At present, 103 women are in AF technical jobs.

August 25, 1976

CONCORDE--LISTENING AND LOOKING

FAA has issued its July monitoring report on Concorde operations at Dulles International Airport, showing noise levels consistent with predictions and earlier readings. Noise levels ranged from 120 to 131 PNdB (perceived noise decibels) for departures and from 116 to 130 for arrivals. No sonic booms were recorded at East Coast listening posts in July, and noise complaints about the plane from residents in the Dulles area dropped from 85 in June to 68 in July. In another development, the Environmental Protection Agency last week proposed air pollution limits for SSTs built after 1979 that fly in the U.S. The proposal does not affect Concorde now flying or in production. The EPA plan calls for reduction of up to 94% in engine emissions of certain pollutants. Meanwhile, an FAA contractor is monitoring news coverage of Concorde operations as part of a comprehensive effort to measure public response to the flights. Dr. James Watt, Jr., and his team of researchers at the University of Connecticut will submit monthly reports to the agency throughout the 16-month trial period of Concorde flights to the U.S.

AIRPORT \$\$\$ SPRUNG

Secretary Coleman and Administrator McLucas have announced apportionment of \$324.7 million in FY 1976 airport development funds made available by the recently enacted five-year, \$5.6 billion airport/airway legislation. A total of \$290 million was divided among more than 400 air carrier airports. The 50 states and the District of Columbia shared in \$34.6 million for general aviation airport development. "Discretionary" funding by the Secretary of Transportation authorized by the legislation will increase the FY 76 total. Funding of more than \$500 million also is provided for each of the next four years through FY 1980.

REWIRING THE DIAGRAM

The Office of the Associate Administrator for Airports and the Airports Service have been abolished and replaced by the Office of Airports Programs. Joseph A. Foster was named Assistant Administrator in charge of the new office. Foster will report directly to the FAA Administrator. Foster comes to the agency from the Houston consulting firm of Turner, Collie and Braden, Inc. He also served 19 years as Director of Aviation for the City of Houston and did a two-year stint as Vice President of Airport Facilities for the Air Transport Association in Washington, D.C. In related organizational changes, the Office of the Associate Administrator for Aviation Safety, which has been vacant for more than a year, was officially abolished and the Office of Aviation Safety and the Metropolitan Airports Service (Washington National and Dulles) were officially established with both reporting directly to the Administrator. The Flight Standards and Civil Aviation Security Services, formerly under the Associate for Aviation Safety, now report directly to the Administrator as well.

CANCELLATION OF DIRECTIVES

Orders 1770.22A, Voice Precedence System for the National Communications System (NCS); OA 7300.3, NCS Procedures for Processing Telecommunications Circuit Requirements; and OA 7300.5, Technical Standards for NCS, have been cancelled. They have served their purpose and are obsolete.

PAY RAISE PROPOSED

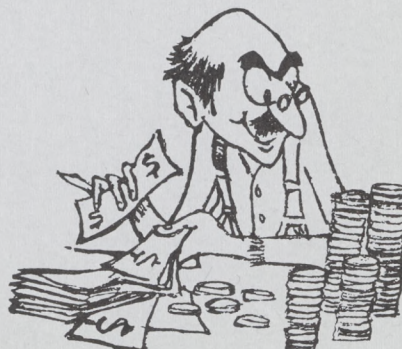
President Ford's "pay agent" is expected to submit to the White House this week a proposal for graduated GS salary increases to achieve pay comparability with private industry. According to a statement released by the Civil Service Commission, the proposed increase is "weighted," meaning that each grade level would be raised by a different percentage, instead of a single percentage increase for all General Schedule grades as provided in recent years. The weighting method gives consideration not only to varying salary rates for jobs, but also to the relative impact of differing numbers of Federal employees in these jobs. The new method helps to assure pay comparability with industry at each grade level, rather than providing a uniform increase which is said to produce "misalignment" between Federal and industry salaries. After the pay agent (CSC and Office of Management and Budget) sends its proposal to the President, he can either make it effective on October 1, or recommend to Congress a later date or a smaller increase. An alternative pay recommendation by the President would become effective if neither house of Congress disapprove it. The following table shows the pay agent's proposed percent increases for each GS grade:

<u>Grade - Increase</u>		<u>Grade - Increase</u>	
GS-1	4.51%	GS-7	4.33%
GS-2	4.39	GS-8	4.42
GS-3	4.30	GS-9	4.55
GS-4	4.25	GS-10	4.77
GS-5	4.24	GS-11	4.93
GS-6	4.27	GS-12	5.45
 <u>Grade - Increase</u>			
GS-13	6.12%		
GS-14	6.94		
GS-15	7.92		
GS-16	9.06		
GS-17	10.36		
GS-18	11.83		

Because of the statutory salary ceiling, the actual increase at GS-16 would be 5.05 percent, and at GS-17 and GS-18 would be 4.76 percent. The Headquarters Office of Personnel and Training advises that it has no additional information on the pay proposal at this time. INTERCOM will carry more information as soon as it is available.

FINANCIAL DISCLOSURE CONSIDERED

The Senate has passed the Watergate Reorganization and Reform Act which includes a provision to require financial disclosure by all Federal employees with salaries equal to GS-16 (\$36,338) or more. Disclosure would cover bank accounts; holdings in real estate, stocks and bonds; and business interests. The information would be available for public inspection. Testifying before the House Judiciary Committee, which is now considering the bill, Ford Administration officials said the legislation would adversely affect recruitment and retention of career employees. The officials advocated a plan to require financial statements to the General Accounting Office by GS-16 and above workers, but would require public disclosure by career employees only if real or apparent conflicts of interest were not resolved. However, statements by elected officials and political appointees to the Federal Service would be made public automatically.



August 25, 1976

NEW CAFETERIA OPERATOR . . . A new firm, I.I.Foods, Inc., will begin operating Aeronautical Center cafeterias on September 7. In order to make the change in contractors over the Labor Day weekend, it will be necessary to close the ARB Cafeteria at 1:30 p.m. on September 3. No evening meal will be served on that one day. All other cafeterias will operate as usual.

To assist in the inventory of cafeteria items, please search your work areas for cafeteria items and immediately return them to one of the cafeterias.

Several changes will be made in the types and methods of service. The planned changes will be implemented in phases, starting in the Headquarters Cafeteria.

Non-food items (tobacco, gum, aspirin, etc.,) will no longer be sold by the cafeteria operator. They will, however, be available at the Blind Stands and vending-machines.

If you have questions regarding this item, please call Ben Ridgeway, Ext. 4306.

BLOOD MOBILE TO BE AT AERONAUTICAL CENTER . . . The Blood Mobile will be at the Aeronautical Center on Thursday, September 9. Use of blood by Aeronautical Center employees continues to increase, so your support is greatly needed. Please call Mary Chastain, X4159, or Olivia Hail, X4707, for an appointment to give.

WHAT TO DO IF YOUR ACCELERATOR STICKS . . . Last week's INTERCOM printed a paragraph concerning emergency stopping procedures when your accelerator sticks. One of the options mentioned was turning off the ignition and braking to a stop. Those of you having cars whose steering wheel locks when the ignition is turned off should disregard this option, and instead, shift into neutral or depress the clutch and brake to a stop.



EDUCATION SPECIALIST OPENING . . . The Coast Guard Institute, located in the Multi-Purpose Building, has issued Announcement 15-76 to hire two Education Specialists at GS-5 grade. The positions have non-competitive promotion potential to GS-9. The announcement is open to Federal employees and reinstatement eligibles in the local commuting area of Oklahoma City. The announcement closes on August 30.

The Institute develops and administers correspondence courses and advancement exams for the enlisted personnel of the U.S. Coast Guard.

Qualifications are summarized in X-118 of the CSC for series 1710. A Bachelors Degree is required. Special factors are a minor in English, journalism, or language arts.

Call Ext. 4289 for information on applying for these positions.

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

- Gaslight Dinner Theater - "The Owl & The Pussycat" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Auto Racing on Friday nights.
- 50¢ discount on admission to all FAA employees by showing your ID to the show "MIDWAY" at Quail Twin Theater
- Duplicating machine - 10¢ per copy

Oklahoma State Fair Rodeo and Ice Capades tickets are on sale now. Ice Capades tickets are available for Friday, Saturday, Monday and Wednesday, Sept. 24, 25, 27 and 29. Rodeo tickets are available for Friday afternoon, Saturday afternoon, and Sunday afternoon, October 1, 2, and 3.

Golf tournament Sept 11 in Midwest City. Sign up now until Sept. 3 at the EA Office.

The Employees Association Picnic will be September 11 at Frontier City from 12:00 - 5:00 p.m. Prices for EA members and family are \$2.00 ea. for adults and \$1.50 ea. for children under 12. Guest tickets are \$4.00 ea. for adults and \$3.50 ea. for children under 12. Children under one year free. Ticket includes entrance to park, all rides except live animals (animal ride tickets will be available for half price), and food.

Food'n' Fun For Everyone

August 25, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: September 1, 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>		
76-269	Motor Vehicle Manager, GS-301-9	AAC-44	301-7
	<u>PLANT ENGINEERING DIVISION</u>		
76-212	CANCELLED/Electromotive and Powered Ground Equipment Mechanic, WG-5801-10	AAC-50	JE-5801
	Position to be filled at lower grade.		
76-270	Engineering Draftsman, GS-818-5	AAC-50	818
	Promotion potential to GS-6 without further competition.		
	<u>FAA DEPOT</u>		
76-271	Secretary (Stenography), GS-318-6	AAC-400	318
76-272	Clerk-Stenographer, GS-312-4	AAC-440	312
	<u>AIRCRAFT SERVICES BASE</u>		
76-273	Production Controller, GS-1152-5	AAC-850	1152
	Has promotion potential to GS-9.		
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
76-274	Electronics Engineer, GS-855-14	AAC-1000	800
	Temporary promotion NTE one year. May be converted to permanent without further competition.		



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-35 September 1, 1976

FSS ORGANIZATION STUDIED

A study to develop a standard organization order for flight service stations--along the lines of those already in effect for terminal and enroute facilities--is currently being made by the Air Traffic Service at Headquarters with participation from the Offices of Management Systems, Personnel and Training, and Budget, as well as the regions. During the week of September 13, study team members will meet in Washington for a thorough briefing before going to the field for a first-hand look at FSS staffing needs. Principally, the team will determine organizational needs, review staff requirements and determine ways and means of strengthening facility supervision and administration. The task force also will look at training support to determine if there are enough qualified instructors (Evaluation and Proficiency Development Specialists) to meet training requirements. After the study team members finish their investigations, they will make recommendations for subsequent regional review. The final order will be written on the basis of the team's recommendations and this review.

NTSB RECOMMENDATIONS

SAFER AEROBATICS URGED

The National Transportation Safety Board has praised stall/spin clinics for flight instructors initiated last summer by FAA's Central Region and urged that such clinics be implemented throughout the nation. The recommendation was one of many submitted to FAA recently by NTSB in an effort to reduce the number of fatal aerobatic accidents. The Board said that from 1972 to '74 there were 105 such accidents causing 107 fatalities and 21 serious injuries. Noting that FAA has no regulations on pilot aerobatic proficiency, NTSB recommended that commercial flight instructors be required to hold a letter of competence before giving aerobatic instruction and that pilots receive a logbook endorsement from the instructor before making aerobatic flights. The board also recommended: changes in airworthiness regulations to require stronger aircraft structures; requirement that spin maneuvers begin at certain minimum altitudes; dissemination of information; and an intensive aerobatic accident prevention campaign.

SAFETY IN THEIR SIGHTS

FAA inspectors in Alaska have launched a two-week program called Operation Ground Assist to reduce the number of accidents by flying hunters who tend to get so wrapped up in their hunting that they fail to use good aviation sense. In a cooperative effort with pilots beginning August 28, inspectors have been checking airmen to be sure they have proper credentials as well as adequate experience and realistic safety attitudes. Inspectors also will double check the condition of aircraft to be used on hunting trips and make sure flight operations are conducted in a safe manner.

RUSSIAN CROP DUSTING

A U.S. delegation which included two top FAA officials has returned from Russia where they toured agricultural aviation operations. Allan F. Landolt, Assistant Administrator for General Aviation, and Dr. Mervin K. Strickler, Chief of the Aviation Education Programs Division, accompanied officials of the National Agricultural Aviation Association for the third in a series of meetings with the Soviets. The American group visited Kiev, Tashkent and Krasnodar, and the Russians demonstrated agricultural aircraft and gave presentations on protection of flight and ground personnel during aerial application of chemicals, automatic navigation systems and drift problems in aerial application. Another meeting will be held in the U.S. next month.



AIRCRAFT CABIN SAFETY

Where are we today as far as aircraft cabin safety is concerned and what are our priorities for further investigation or regulations? These and other questions were examined during the FAA and Industry Review of "Cabin Safety in Air Carrier Operations," held August 31 at the Aeronautical Center Civil Aeromedical Institute. Kicking off the program was Marion F. Roscoe, Assistant Administrator for Aviation Safety. He outlined the purpose and objectives of the cabin safety study currently being made by the agency. Also speaking at the meeting were specialists from Flight Standards, Systems Research and Development Service, NAFEC and CAMI. Besides safety specialists and aircraft manufacturers, representatives from pilot, cabin attendant and air carrier groups attended the one-day meeting. An in-depth report on cabin safety is currently being prepared for the Administrator and is slated to be finished by mid-October.

READY-MADE NAME CARDS

Training managers and conference arrangers will be glad to know there will soon be available in FAA a simple, ready-made, and inexpensive table-top, write-in name card for identifying participants. It is FAA Form 1700-3 (8-76) which will be available about September 23 from the FAA Depot (NSN 0052-00-860-5000) and in Washington, from the GSA store. An initial supply will be sent to all training branches. This is a preprinted 10-1/2 x 8 inch card which folds to a tent style. Contact your forms supply office for information about how to order.

● HOW FAR TO GO?

FAA has awarded Cardion Electronics, Inc. of Woodbury, N.Y., a \$2,799,026 contract for 106 distance measuring equipment (DME) sets and additional spares and equipment. The DME sets will be co-located with instrument landing systems (ILS) and very high frequency omnidirection range station (VOR) sites. The DME transmits a signal that tells pilots having the airborne component of this system how far they are from the navigational aid. Deliveries of the DME equipment will begin in 18 months and will be completed in another 12 months.

FAA IN '75

Now available is a booklet explaining FAA responsibilities in general and the agency accomplishments in 1975 in particular. The Review of Federal Aviation Administration Activities, Fiscal Year 1975 was published this year by the Office of Public Affairs. The comprehensive account covers topics from "The Agency in Action" and "Aviation Safety" to "Emergency Preparedness" and "Administration." It is available from APA-430, FAA, Washington, D.C. 20591.

BESTSELLER

FAA's Pilot's Handbook of Aeronautical Knowledge has become a Government Printing Office "best seller" with 615,276 copies snapped up to date by people wanting to know all there is to know about flying. The only other "flying" publication that comes even close--and we're stretching a point here--is "Ducks at a Distance, A Waterfowl Identification Guide," which has sold 360,784 copies. Both publications, however, are far behind the perennial GPO best sellers, "Infant Care" and "Prenatal Care," with combined sales of over 27 million. Also doing well is "Septic Tank Care" with 1.7 million copies sold.

WHERE TO REGISTER AIRPLANES

The agency has a new address for the aircraft registry at the Aeronautical Center in Oklahoma City to provide more expeditious handling of material. Documents should be sent to: FAA Aircraft Registry, Department of Transportation, P.O. Box 25504, Oklahoma City, Okla. 73125. Hand-carried documents should be delivered to 6400 South MacArthur Blvd., Oklahoma City.



STAYING OUT OF STORMS

The agency is not flying its aircraft into actual thunderstorms in connection with the thunderstorm investigation program as recently reported in INTERCOM. FAA's program is supported by the National Severe Storms Laboratory in Norman, Okla., which uses an Air Force F4C aircraft to penetrate thunderstorms to collect data. An agency Aero Commander operated by NAFEC is used to collect data from the periphery of mature cumulus clouds over Cape Canaveral, Fla. However, this plane does not fly into thunderstorms.



September 1, 1976

USE THE CROSSWALKS! . . . If you cross the streets at the Aeronautical



Center, use the marked crosswalks. They are there for your safety as vehicle traffic is required to yield to pedestrians in the crosswalks. We have many motorists driving on our streets during the day who are not aware of our routines. As a practical consideration, state and local laws protect you if you are hit by a motor vehicle while you are in a crosswalk. If you are hit while not using a crosswalk, the protective laws concerning personal responsibility and liability will not apply.

AC Order 1600.18D (and upcoming revised AC 1600.18E) gives instructions for Aeronautical Center vehicle and pedestrian traffic. Pedestrians failing to use crosswalks are in violation of Center parking and traffic regulations and are subject to a citation-- and they are putting their safety in jeopardy.

...AND SLOW DOWN! . . . Drivers of private and government vehicles who speed on Aeronautical Center premises and fail to obey the many caution and stop signs around the Center are subject to enforcement procedures outlined in AC Order 1800.18D. Slow down and make it safe for everybody. Remember, the speed limit is 30 mph on MacArthur, 15 mph on all Center streets, and 5 mph in the parking lots.



BLOOD MOBILE TO BE AT THE AERONAUTICAL CENTER . . . The Blood Mobile will be at the Aeronautical Center on Thursday, September 9. Use of blood by Aeronautical Center employees continues to increase so your support is greatly needed. Please call Mary Chastain, Ext. 4159 or Olivia Hail, Ext. 4707, for an appointment to give.

CAFETERIA CHANGES . . . I.I. Foods, Inc., will begin operating the Aeronautical Center cafeterias on September 7. The ARB Cafeteria will close at 1:30 p.m. on September 3 in order to begin the necessary changes. No evening meal will be served on that day. All other cafeterias will operate as usual.

To assist in the inventory of cafeteria items, please search your work areas for cafeteria items and return them immediately to one of the cafeterias. If you have any questions, please call Ben Ridgeway, Ext. 4306.

EEO COUNSELOR NEEDED . . . Occasionally, we have to replace EEO Counselors at the Aeronautical Center. At present there is one vacancy needing to be filled. If you are interested in becoming a counselor, submit a brief memo to the Civil Rights Staff, AAC-9, stating your reasons why you would like to become an EEO Counselor.

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

- Gaslight Dinner Theater - "The Owl & The Pussycat" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- 50¢ discount on admission to all FAA employees by showing your ID card at the show "Midway" at Quail Twin Theater
- Duplicating machine - 10¢ per copy

AMCARE applications are available at the EA Office.

Oklahoma State Fair Rodeo and Ice Capades tickets are on sale now. Ice Capades tickets are available for Friday, Saturday, Monday and Wednesday, Sept. 24, 25, 27, and 29. Rodeo tickets are available for Friday afternoon, Saturday afternoon, and Sunday afternoon, October 1, 2, and 3.

Watch for further information on Employee Association sponsored tours.

The Employees Association Picnic will be Sept. 11 at Frontier City from 12:00 - 5:00 p.m. Prices: EA members and family are \$2.00 ea. for adults and \$1.50 ea. for children under 12. Guest tickets are \$4.00 ea. for adults and \$3.50 ea. for children under 12. Children under one year admitted free. Tickets include entrance to park, food, and all rides except rides on live animals (animal ride tickets will be available for half price).



ATTENTION BOWLERS! . . . The FAA Northside Bowling League needs bowlers. League begins September 13, 1976, 6:10 p.m. at Coronado Lanes, 63rd & N. Portland. There will be a league meeting September 8, 1976, at 6:00 p.m. at Coronado. Anyone interested in bowling in a mixed league contact Shirley Barszewski, 842-7994, or Don Curtis, 721-4136.

September 1, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: September 8, 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>
76-276	<u>AERONAUTICAL CENTER WIDE</u> Secretary (Stenography), GS-318-4	Aero. Center	318
76-277	<u>ADMINISTRATIVE SERVICES DIVISION</u> Communications Specialist, GS-393-9	AAC-44	393
76-278	<u>PLANT ENGINEERING DIVISION</u> Utility Systems Operator, WG-5406-10	AAC-50	JE-5406
76-279	<u>PROCUREMENT DIVISION</u> Purchasing Agent, GS-1105-5 Promotion potential to GS-6.	AAC-70	1105
76-251	<u>CIVIL AEROMEDICAL INSTITUTE</u> Supervisory Medical Officer (Research), GS-602-15	AAC-110	602
76-280	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u> Secretary (Stenography), GS-318-5	AAC-250	318
76-281	<u>AIRCRAFT SERVICES BASE</u> Quality Assurance Specialist (Aerospace), GS-1910-11 A & P License required.	AAC-820	1910
76-282	Supervisory Aerospace Engineer, GS-861-13	AAC-840	800
76-257	<u>FAA ACADEMY</u> CANCELLED/Cold Type Composing Machine Operator, GS-324-4	AAC-940	
76-283	Cold Type Composing Machine Operator, GS-324-3 Promotion potential to GS-4 without further competition.	AAC-940	324

September 1, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS (Continued)

FINFO EMPLOYEES ONLY

Closing Date: September 15, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-57	Administrative Officer, GS-341-9	BTL FIFO	341

Area of consideration is FINFO-Wide.

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Beverly Cramer	Procurement Clerk (Typing)	AAC-70	76-150
Linda Mitchell	" " "	" "	" "
Cheryl Pierce	Clerk-Stenographer	AAC-40	76-201
Tena Schamahorn	Clerk-Stenographer	AAC-442	76-201
Harlie W. Huffman	Supervisory Engineering Technician	AAC-101	76-206
Thadise Hoffman	Secretary (Typing)	AAC-950	76-241
Susan M. Williams	Clerk-Typist	AAC-230	76-259

psychological profile

By R. A. Alkov, Ph.D.
Naval Safety Center

(Printed with permission from the U. S. Navy publication, "APPROACH", July 1975.)

Life changes, called "life change units" by Dr. Alkov, effects the flying ability of pilots. Below is a table of life events and their values. Research at the Navy's Medical Neuropsychiatric Research Unit in San Diego revealed that people with over 300 such units have more than a 70 percent chance of becoming physically ill or injured within a year. INTERCOM thinks people other than pilots are concerned with life changes and their effects on work performance.

<u>RANK</u>	<u>LIFE EVENT</u>	<u>MEAN VALUE</u>
1	Death of spouse	100
2	Divorce	73
3	Marital separation	65
4	Jail term	63
5	Death of close family member	63
6	Personal injury or illness	53
7	Marriage	50
8	Fired at work	47
9	Marital reconciliation	45
10	Retirement	45
11	Changes in family member's health	44
12	Pregnancy	40
13	Sex difficulties	39
14	Gain of new family member	39
15	Business Readjustment	39
16	Change in financial state	38
17	Death of close friend	37
18	Change to different line of work	36
19	Change in no. arguments with spouse	35
20	Mortgage over \$10,000	31
21	Foreclosure of mortgage or loan	30
22	Change in work responsibilities	29
23	Son or daughter leaving home	29
24	Trouble with in-laws	29
25	Outstanding personal achievement	28
26	Wife begins or stops work	26
27	Begin or end school	26
28	Change in living conditions	25
29	Revision of personal habits	24
30	Trouble with boss	23
31	Change in work hours, conditions	20
32	Change in residence	20
33	Change in schools	20
34	Change in recreation	19
35	Change in church activities	19
36	Change in social activities	18
37	Mortgage or loan under \$10,000	17
38	Change in sleeping habits	16
39	Change in no. family get-togethers	15
40	Change in eating habits	15
41	Vacation	13
42	Christmas	12
43	Minor violations of the law	11



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-36 September 8, 1976

The Combined Federal Campaign is scheduled to begin at the Aeronautical Center on Monday, September 13, 1976.

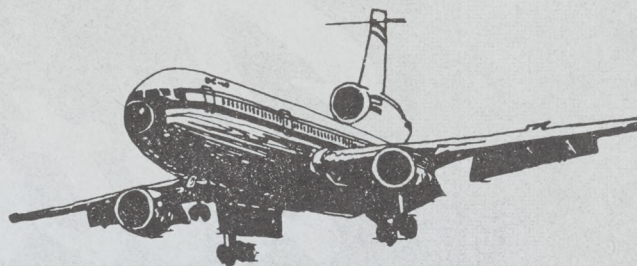
The United Appeal, the National Health Agencies, and the International Service Agencies depend almost entirely on this annual on-the-job combined drive to support the many worthwhile and needed programs they sponsor. Because of this, I encourage you to carefully consider the amount of your contribution. In doing so, please keep in mind that your one gift covers all contributions to all charitable and health agencies for an entire year. Instead of making your contribution in a lump sum payment, you may spread the total amount over 26 pay periods next year by using the payroll withholding method of payment. I urge you to use this easy procedure.

The CFC story is told by a film which will be shown in the Headquarters Auditorium on Monday, September 13. All employees may be excused from duty to attend the 20-minute showing. The viewing times are:

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

Again, please help our community -- give as generously as you can. With our full response, we can all truly say, "Thanks to us, it's working!"

Thomas J. Creswell
THOMAS J. CRESWELL



COLEMAN TO AIRPORT ADVOCATES: MEET ME IN COLUMBIA-WATERLOO

Transportation Secretary Coleman last week paved the way for construction of a major new airport for the St. Louis area between the Illinois communities of Columbia and Waterloo. The new facility would handle the area's airline traffic with the present Lambert International Airport continuing in business to serve general aviation. In his decision, Secretary Coleman stipulated that the new airport would not open for operations before 1992 unless an authority representing both the states of Missouri and Illinois is established. With the bi-state body, the new airport might open in 1987 or even earlier. Other conditions the Secretary imposed are intended to ease individual and community transition problems. Still other stipulations guarantee that persons losing their jobs at Lambert be given preference for jobs at the new site.

PAY PROPOSALS PONDERED

President Ford is considering three separate proposals for a GS pay raise this fall, while Congress mulls a Federal pay action of its own. The proposals before the President are: 1) A "weighted" increase, with different percentage raises for each GS grade, averaging 4.83 percent overall. This proposal, recommended by the President's Pay Agent (CSC and Office of Management and Budget), also would raise the limit on career employee salaries to \$39,600. 2) An across-the-board increase of 8.2 percent for all GS grades, recom-

GROUND PROX UNITS FLY

All U.S. air carriers have met the agency's September 2 deadline for having fully-operational Ground Proximity Warning Systems (GPWS) installed on turbine-powered aircraft. The on-time compliance followed a successful nine-month program to resolve technical problems with the equipment. Reliability problems with the GPWS became evident last year when air carriers began installing the equipment which is designed to alert pilots to excessive descent rates and other situations that could lead to inadvertent flight into terrain. The high number of false alarms and nuisance warnings reported by the airlines prompted FAA to extend the deadline for operational use of this equipment from December 1, 1975 to September 2, 1976.

mended by the Federal Employees Pay Council. 3) A still undisclosed raise recommendation by the President's Advisory Commission on Federal Pay. On Capitol Hill, the House has passed a measure which would hold the limit on career employee salaries to the present \$37,800. The bill now faces action in the Senate. The pay plan chosen by the President will become effective on October 1, although it is possible the decision could be put off until as late as December, with the pay raise retroactive to October.

RAFT ATC CLASSIFICATION RELEASED

The Civil Service Commission last week released a draft report on job classification standards for air traffic controllers. In a GENOT (general notice) transmitted to all ATC facilities, Administrator McLucas said: "I have strongly endorsed with the support of Secretary Coleman the concept of more pay for controllers at certain busy facilities. However, from a preliminary analysis, the draft standards do not provide for GS-14 positions at facilities handling high traffic volumes. It also appears from this preliminary review that application of these standards would result in downgrading a large number of facilities and a significant number of controllers. On that basis I have advised Chairman Hampton of the Civil Service Commission that the draft standards are not satisfactory. I intend to do everything possible to achieve acceptable standards. All of us should understand that this draft staff report is not the final word. Both FAA and PATCO have until October 1 to submit comments and recommendations. The FAA will proceed to develop the specific information necessary to support a satisfactory standard. Although I do not want to raise undue expectations, I am confident that the concerns and recommendations of all interested parties will be given complete and proper consideration by the CSC before final new standards are released."

FAA WORLD SEPTEMBER PREVIEW

"Metrics Are on the Way," and we might as well learn something about them. We provide a short lesson on the system's rationale and how to use it ... A CAMI medical illustrator's "Faces of Death Aid Police" in accident and crime identification... "40 Years and 7,000 Planes Later," this former test pilot is still in aviation ... Guess who's going into aerial advertising with

a "Finger-Lickin' Balloon?"... "Stress and the Controller" provides a status report on the agency's five-year biomedical study of factors that influence the health of air traffic controllers ... "A Belated Honor for You?"; that is, if you trained at Stockton ... We also have a puzzle called "The Mental Minute," Federal Notebook, Faces and Places, Direct Line and Small World.

MORE POWER TO THEM

A power conditioning system was commissioned last week at the Jacksonville enroute center, the 20th and last center on the U.S. mainland to receive the equipment. PCS protects the versatile but delicate electronic hardware in each center from surges, dips or "brownouts" in commercial electric power. In addition, PCS uses a bank of batteries to supply power to crucial equipment during the time between complete stoppage of commercial power and takeover by the center's emergency engine-driven generators. The first PCS went operational at the Los Angeles Center two years ago. The systems were provided by the AiResearch Co., a division of Garrett Corp., under a \$10.8 million contract.

SON FINISHES WHAT DAD STARTED

Once upon a time, an air traffic control tower opened at Des Moines Municipal Airport. The controller who made the first radio transmission was John Doerflinger. Twenty-six years later, on Aug. 3, 1976, the tower was closed down and a new one opened. The last transmission from the old tower was sent by Michael Doerflinger, John's son. This surely is a first in the annals of the agency. The senior Doerflinger is presently chief of plans and evaluation in the Rocky Mountain Region Air Traffic Division.

September 8, 1976

- 4 -

BLOOD MOBILE WILL BE HERE THIS WEEK! . . . On Thursday, September 9, the Blood Mobile will be at the Aeronautical Center. Your support is greatly needed as use of blood by Aeronautical Center employees continues to increase. Call Mary Chastain, Ext. 4159, or Olivia Hail, Ext. 4707, for an appointment to give.

LONG TERM TRAINING OPPORTUNITIES . . . Notice 3155.3, distributed in August, announced the availability of several long term training opportunities and gave instructions for making application. Applications for these programs are due in the Personnel Management Division by September 15, 1976.

If selected, an employee will attend an institution of higher learning for an academic year. The agency pays for the training, salary, and related expenses of the participant.

Brief descriptions of the program follow:

Management & Public Administration - Educational Program for Federal Officials at Mid-Career: GS-16 and above (Princeton University). Education for Public Management (EPM): GS-11 to GS-14 (Cornell, Harvard, Indiana, MIT, Princeton, USC, University of Virginia, and University of Washington).

Management & National Security - Air War College: usually GS-14 or GS-15 (Maxwell AF Base, Alabama). Industrial College of the Armed Forces (ICAF): usually GS-15 or GS-16 (Ft. McNair, Washington, D.C.).

Transportation Studies & Management - Air Transportation Systems Specialist (ATSS) Program: GS-11 thru GS-14 (University of California, Berkeley).

For additional information, contact The Training Branch, AAC-17-

MIDWAY AIRPORT REUNION -- SPRING OF 1977 . . . All Chicago Midway Airport employees, prior to January 1, 1962, are welcome (all options, i.e., FIDO, GADO, ACDO, AF, City of Chicago, airline employees, etc.). If you are interested in attending this reunion planned for the Spring of 1977, you are invited to help decide the location (Midway or O'Hare area) and time (afternoon or evening party). Contact Dan Comerford, Chief, Chicago Meigs ATCT, 10228 Hibiscus Drive, Orland Park, Illinois 60462.



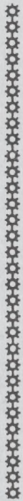
FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at the EA Office:

- Gaslight Dinner Theater - "The Owl & The Pussycat" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- 50¢ discount on admission to all FAA employees by showing your ID card at the show "Midway" at Quail Twin Theater
- Duplicating machine - 10¢ per copy

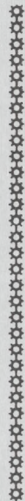
AMCARE applications are available at the EA Office.

Oklahoma State Fair Rodeo and Ice Capades tickets are on sale now. Ice Capades tickets are available for Friday, Saturday, Monday and Wednesday, Sept. 24, 25, 27, and 29. Rodeo tickets are available for Friday afternoon, Saturday afternoon, and Sunday afternoon, October 1, 2, and 3.

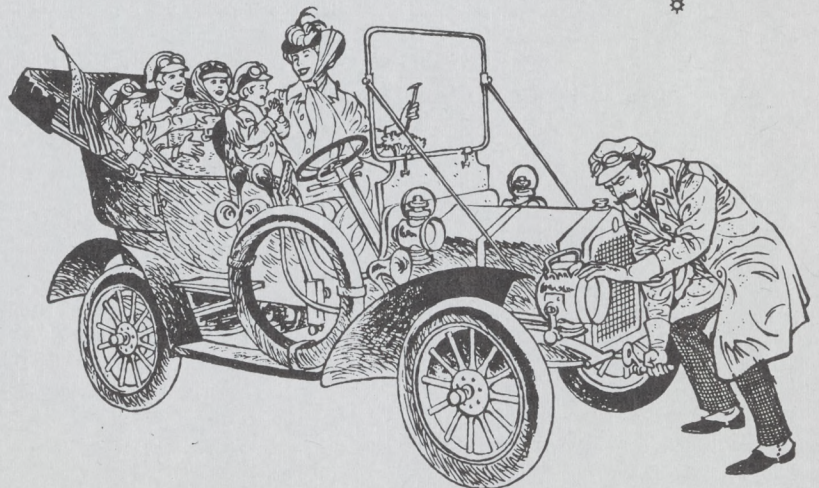
Watch for further information on Employee Association sponsored tours.



The Employees Association Picnic is this Saturday, September 11, at Frontier City from 12:00 - 5:00 p.m. Prices: EA members and family are \$2:00 each for adults and \$1.50 each for children under 12. Guest tickets are \$4.00 each for adults and \$3.50 each for children under 12. Children under one year admitted free. Tickets include entrance to park, food, and all rides except rides on live animals (animal ride tickets will be available for half price).



Don't wait too late. Get your tickets today!



September 8, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: September 15, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>CIVIL AEROMEDICAL INSTITUTE</u>		
76-284	Medical Records Clerk, GS-675-3 Promotion potential to GS-4 without further competition.	AAC-130	300
	<u>DATA SERVICES DIVISION</u>		
76-285	Supervisory Computer Operator, GS-332-10	AAC-340	332
	<u>AIRCRAFT SERVICES BASE</u>		
76-286	Sheet Metal Mechanic (Aircraft), WG-3806-10	AAC-830	JE-3806
	<u>FAA ACADEMY</u>		
76-287	Clerk-Typist, GS-322-3 Promotion potential to GS-4 without further competition.	AAC-930	322
76-288	Supply Clerk, GS-2005-4	AAC-940	2005
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
76-289	Electronics Engineer, GS-855-13 Specialized experience must have been in enroute Nav aids.	AAC-1000	800
	<u>ENGINEERING AND MANUFACTURING BRANCH</u>		
AAC-210-2	CANCELLED/Secretary (Stenography), GS-318-4	AAC-210	



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-37 September 15, 1976

NEW INT'L AVIATION POLICY

A new international aviation policy statement, replacing guidelines that have been in force since 1970, was issued last week by Transportation Secretary Coleman and Deputy Secretary of State Charles Robinson. The statement, or position paper, indicates where the U.S. stands on various matters pertaining to international aviation. Essentially, the statement is designed to facilitate negotiations with other nations as well as help settle domestic disputes concerning international aviation. The new policy firmly backs free competition in international air commerce, supports well managed private air carriers and equal opportunity for all carriers. In addition, it gives greater emphasis than the previous policy to the elimination of unprofitable routes. Also spelled out is the U.S. policy of protecting citizens and civil aircraft from hijacking and terrorism.

EVEN BETTER AUTOMATION

As part of a long-term program to increase the capabilities of the national automated enroute air traffic control system and to accommodate new features planned for the Upgraded Third Generation system, the agency has awarded a \$1.4 million contract to Computer Sciences Corp. of Silver Spring, Md. Several types of development are planned for the 20 domestic centers, including software changes needed for such features as flight plan conflict probe, minimum safe altitude warning, conflict resolution and enroute traffic metering. Also included are the software changes needed for features of the new "Upgraded Third" system including Discrete Address Beacon System (DABS) and FSS Automation. Development and testing of the new programs will take place at NAFEC.

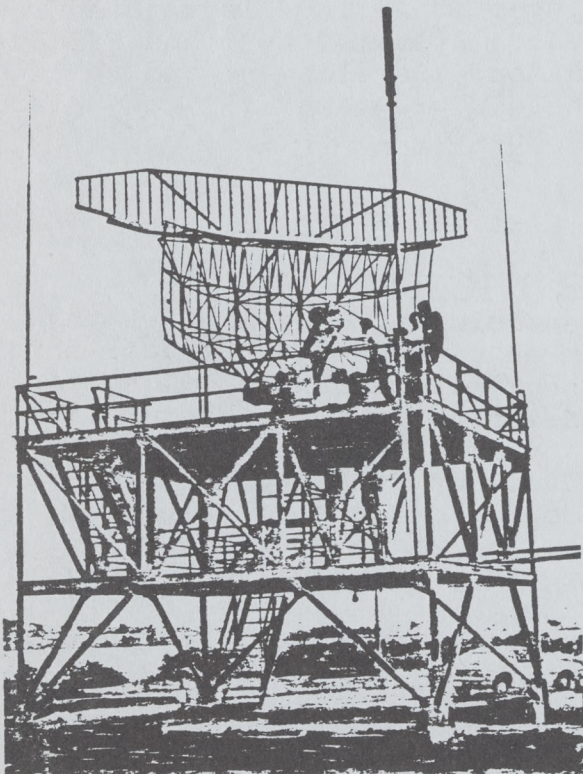
A CALL IN THE NIGHT

The hours were creeping slowly and quietly toward dawn in the Western Region Communications Center in Los Angeles when the phone rang-- with a call from Nuremberg, Germany. Jack Doyle, who had the watch, answered the 3 a.m. call and was greeted with a request: Could the FAA Comm Center connect a doctor in the U.S. Army Hospital in Nuremberg with the Los Angeles Children's Hospital? Doyle said

he would try, and in less than three minutes put the call through. Then followed an hour-long conversation between the doctor in Germany, who needed expert medical advice in treating the five-year old adopted daughter of a U.S. military family, and a specialist in Los Angeles. "I never had a call quite like that before," said Doyle, a former airline navigator and controller.

NEW ANTENNA SUCCEEDS

Controllers, engineers and technicians all are extremely pleased with the performance of a new radar beacon antenna installed recently at Washington National Airport. The antenna is a new design that increases coverage of aircraft transponder (beacon) signals and greatly reduces false radar beacon targets caused by reflected signals. The antenna also reduces the number and duration of occasions when the radar room's ARTS III scopes display the word "coast," which happens when beacon signals are too weak to permit positive identification of aircraft by the ARTS computer. A Washington tower official said some controllers "were amazed" by the improved radar performance. Ten of the new "open array" beacon antennas will be delivered by December by Hazeltine Corp. under a \$1.07 million contract. The agency expects to buy an additional 150 improved versions of the open array antenna from a contractor yet to be selected.



A PEACH OF A SAVE

"I'm losing my engine at 6,500 feet..." The call crackled in the headset of controllers at the Macon, Ga. tower. The Columbus, Ga., tower pitched in by pinpointing the plane on radar while Macon radioed directions to the pilot. The aircraft, with four persons on board, was able to make a controlled descent with power cut back, but the return to earth ended safely at Dawson airport. Controllers Lacy Wright and Emory Green at Macon and Joseph Franklin at Columbus made the flight assist. During August, 242 such assists were reported--111 by flight service stations, 104 by towers and 27 by enroute centers. A total of 414 people were reported on board the aircraft involved. The primary causes included 156 lost pilots, 39 low on fuel, 28 in bad weather and 54 with equipment malfunction.

SAVE FUEL, CUT NOISE

It's a procedure that will save fuel, dampen noise and generally simplify the controller's task. It's called the Profile Descent and the Air Traffic Service is currently making a movie which will help to explain the concept to both pilots and controllers. Basically the Profile Descent is designed to allow pilots to descend from cruise altitude (often above 30,000 feet) in an engine idle or near idle glide virtually to the point where they intercept the Instrument Landing System beam at about 3,000 feet above the terrain. Eliminated are noisy and expensive low altitude holding or long, often complicated, vectored approaches to the airport. The movie is scheduled to be ready for showing around the end of the year.

● QUIRKS

Ordinarily, emergency locator transmitters--ELTs--are no laughing matter. The automatic radio devices have led rescuers to dozens of airplane crash survivors, but ELT false alarms continue to be a problem. The Air Force rescue center reported two strange ELT incidents recently. A Civil Air Patrol pilot flying a search mission for an activated ELT checked to be sure his own unit was turned off, only to discover it was missing. He finally pinpointed the location of the radio signals, where police found the CAP pilot's very own ELT and arrested the thief. In another case, a lawman located an inadvertently activated crash position indicator (CPI--used by the military) but was unable to switch it off. Steadfastly carrying out his orders, he executed the offending transmitter with one well-placed shot from his pistol.

● ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL - 2 years - PC-26/76
Language Officer (Translator), P-3,
Gross: \$19,760 per annum and Net (Free of tax): \$14,585 per annum.
Language requirement: French must be native tongue, or the language used for education. Ability to write and revise French translations with a thorough knowledge of syntax and stylistics is essential. A working knowledge of Russian or Spanish would be a valuable additional qualification. PC-27/76
Legal Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Language requirement: Command of Russian and working knowledge of at least one of the following: English, French or Spanish. PC-28/76
Language Officer (Interpreter/Translator), P-4 Gross: \$24,220

per annum and Net (free of tax): \$17,532 per annum. Language requirement: Spanish must be native tongue, or used for education. Demonstrated ability to interpret into Spanish from English and French or Russian and to write Spanish translations. Applications due in AIA-29 by October 1, 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.

ADAP HAS \$\$\$ AGAIN

The newly authorized Airport Development Aid Program (ADAP) got underway last month, just one day after funds were received to support it. Funding authority for grants to build and improve airports was authorized by the Airport and Airway Development Act of 1970, but this authority expired in June 1975. Last month the agency's authority to issue grants was extended when the President signed the 1976 Amendments to the original act. Since that time, allocations for 186 projects involving \$138 million in Federal funds have been issued. These allocations--which will lead to grants--were issued to general aviation as well as air carrier airports.

MORE AND MORE WOMEN

The number of women in full-time white-collar jobs in the Federal Government increased by 14,114 in the year ending October 1, 1975, the Civil Service Commission reported recently. Survey results released by the Commission show that women accounted for 76% of an overall net increase of 18,493 in Federal white-collar jobs in the one year period. The number of jobs held by men increased by 4,379.

LOST = FOUND = MISPLACED SOMETHING? . . . Check with Investigations and Security Division, AAC-90. Quite a variety of items are turned in to them which they keep about six months before discarding. If you are prone to leaving your things lying about, you might label them with your name and routing symbol -- a-bit difficult with diamond rings, but completely reasonable with car keys and eye glasses.

IDEA CHAMPIONS COMMENDED . . . During Fiscal Year 1976, eleven Aeronautical Center employees qualified for special recognition as "Idea Champions" as a result of their beneficial suggestions. To qualify for this honor, the employee must have earned cash awards from adopted suggestions totaling at least \$200.00 or had three or more suggestions adopted during FY-76. For this achievement, these employees will receive an individual letter of commendation from the Director of the Aeronautical Center, and a copy of the letter will be filed in the employee's Official Personnel Folder.



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

- | | |
|-----------------------------|------------------------------|
| Louie L. McKenzie, AAC-834 | Clarence A. Gilbert, AAC-834 |
| Donald P. Botchlet, AAC-835 | James W. Strahan, AAC-835 |
| Mary F. Hardaway, AAC-435 | John W. Crosno, AAC-484 |
| Samuel Martin, AAC-486 | Everett C. Elrod, AAC-44 |
| Hollis W. Holcomb, AAC-55 | Theo C. McCool, AAC-54 |
| Keith R. Pitts, AAC-119 | |



In addition to being an Idea Champion, Louis L. McKenzie is the Aeronautical Center's candidate in the FAA-wide competition for the Administrator's Suggester of the Year Honor Award. Mr. McKenzie qualified as the Aeronautical Center's candidate by his submission of a suggestion which was adopted with the estimated first year net tangible dollar benefits totaling \$8,303.60.

Congratulations are extended to each of the above named individuals on having this distinctive recognition. All Aeronautical Center employees are urged to strive for such an attainment in Fiscal Year 1977. If you have a question, contact the Incentive Awards Program Coordinator in your organization.

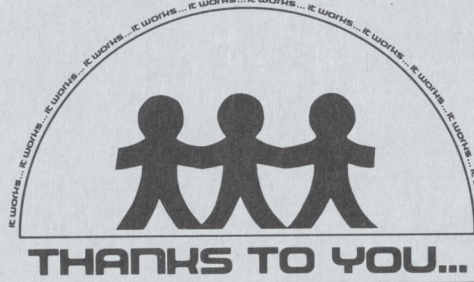


extended to each of the above named individuals on having this distinctive recognition. All Aeronautical Center employees are urged to strive for such an attainment in Fiscal Year 1977. If you have a question, contact the Incentive Awards Program Coordinator in your organization.

September 15, 1976

EEO COUNSELORS NEEDED . . . If you would like to become an EEO Counselor, call Virgil Gettis, Ext. 4381, and he will come talk with you about the EEO Counselor Program.

WHO BENEFITS? . . . Why give to local United Fund campaigns when you will only be in this community a few months or a few years? We hope the community where you will spend many years has far-sighted residents who will provide these benefits when you move there -- medical research, care for the handicapped, scouting programs, senior citizen centers, etc. We all benefit -- in all the communities across the country -- when we reach out to others, we benefit ourselves. Remember it's your money, whether your stay in the community is short-term or long-term. You will see the benefits!



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

- Gaslight Dinner Theater - "The Owl & The Pussycat" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- 50¢ discount on admission to all FAA employees by showing your ID card at the show "Midway" at Quail Twin Theater
- Duplicating machine - 10¢ per copy

AMCARE applications are available at the EA Office.

Oklahoma State Fair Rodeo and Ice Capades tickets are on sale now. Ice Capades tickets are available for Friday, Saturday, Monday and Wednesday, Sept. 24, 25, 27, and 29. Rodeo tickets are available for Friday afternoon, Saturday afternoon, and Sunday afternoon, October 1, 2, and 3.

Watch for further information on Employee Association sponsored tours.

September 15, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: September 22, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>		
76-290	Secretary (Stenography), GS-318-5	AAC-23	318
	<u>PROCUREMENT DIVISION</u>		
76-291	Procurement Agent, GS-1102-12	AAC-70	1102
76-292	Procurement-Analyst, GS-1102-12	AAC-70	1102
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-284	AMENDMENT/Medical Records Clerk, GS-675-3	AAC-130	300-A
	Promotion potential to GS-4 without further competition.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-293	Aviation Safety Inspector (Airworthiness), GS-1825-11	AAC-200	1825
	Has promotion potential to GS-12.		
76-294	Secretary (Stenography), GS-318-5	AAC-260	318
	<u>FAA DEPOT</u>		
76-295	Electronics Technician, GS-856-9	AAC-440	856
	Must have 1 year of Nav aids experience.		
76-296	Inventory Management Specialist, GS-2010-5	AAC-480	2000
	Promotion potential to GS-7 without further competition.		
76-297	Property Disposal Specialist, GS-1104-7	AAC-430	1104
	<u>AIRCRAFT SERVICES BASE</u>		
76-298	Electronic Engineer, GS-855-9	AAC-840	800
	Has promotion potential to GS-12.		
76-299	Aerospace Engineer, GS-861-11	AAC-840	800
	Has promotion potential to GS-12.		

September 15, 1976

- 7 -

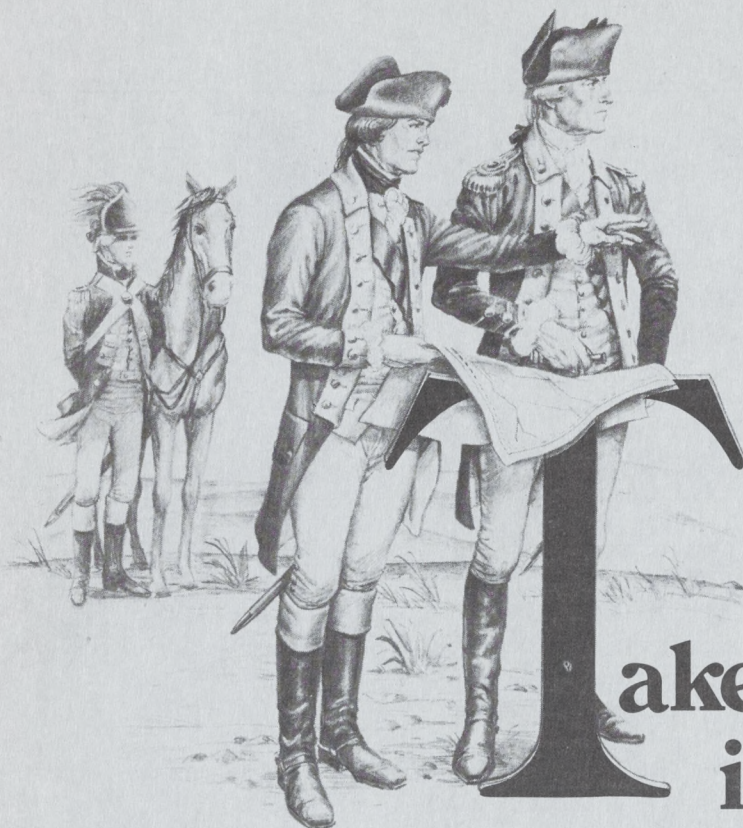
PROMOTION PLAN ANNOUNCEMENTS (Continued)

Closing Date: September 29, 1976

FINFO EMPLOYEES ONLY

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FINFO-76=59	Secretary (Stenography), GS-318-4 Promotion potential to GS-5. Area of Consideration: MSP FIFO	MSP FIFO	318
FINFO-76=60	Airspace System Inspection Pilot, GS-2181-13 Area of Consideration: FINFO-Wide	BTL FIFO	2181

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Danny E. Russell	Computer Programer	AAC-330	76-151
Janice Christy	Secretary (Stenography)	AAC-480	76-157
R. J. Butterfield	Aircraft Mechanic	AAC-830	76-165
Harvey E. Davis	Supervisory Aerospace Engineer	AAC-840	76-175
Dale E. Gerten	Electronics Engineer	AAC-1010	76-193
E. Pauline Clement	Clerk-Typist	AAC-930	76-196
Thomas C. Little	Equipment Spec.(General)	AAC-850	76-216
Voncile W. Duncan	Budget Analyst	AAC-30	76-218
Norman L. Payne	Warehouseman	AAC-430	76-223
Lorene D. Johns	Application Examiner	AAC-260	76-228
Linda S. Ayach	Coding Clerk	AAC-101	76-231
Patricia A. Melton	" "	" "	" "
Junia S. Horn	Secretary (Stenography)	AAC-300	76-232
Jimmie H. Kopisch	Engineering Technician	AAC-444	76-236
Mona Felton	Voucher Examiner	AAC-21	76-242
Betty J. Jones	Purchasing Agent	AAC-70	76-261
Don Lehman	" "	" "	" "
Vonda L. Raczkowski	Secretary (Stenography)	AAC-400	76-271
Patricia L. Poole	Clerk-Stenographer	AAC-440	76-272
John Allegra	Airspace System Inspection Pilot	AFS-570	FINFO-76-47
William Love, Jr.	Airspace System Inspection Pilot	"	"
M. D. King	Airspace System Inspection Pilot	BTL FIFO	FINFO-76-51
Wayne P. Sullivan	Quality Inspection Specialist (Aerospace)	LAX FIFO	FINFO-76-53
Robert S. Metzger	Airspace System Inspection Pilot	ACY FIFO	FINFO-76-55
Sonja O. Key	Secretary (Stenography)	TES-15	TSI-76-3



**ake stock
in America.**

**Sign up now for the payroll plan that
enables you to buy stock in a company as
old as the Declaration of Independence, as
solid as Fort Knox, and backed by 9 ½
million investors.**

Buy U.S. Savings Bonds



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-38 September 22, 1976

TIMES CHANGE, SO DO TOWERS

Keeping in tune with ever-changing air traffic, FAA this month is opening a new tower at the nation's second busiest airport and closing one at a desolate Alaskan outpost. A 225-foot \$4.1 million structure will be dedicated September 27 at Atlanta, two weeks after the closing of a tiny tower 3,500 miles away at Deadhorse, Alaska, northernmost point of the Alaska pipeline. The Atlanta structure replaces a tower which opened in 1961 and is built in the distinctive style of the Dallas-Fort Worth tower. The eight-sided Atlanta tower cab features an equipment arrangement that permits independent control operations for the parallel runways located on each side of the tower. Staffed by 148 controllers and support personnel and maintained by 66 Airway Facilities employees, the tower also has an ARTS III radar system which replaces the trailblazing prototype ARTS I installed at Atlanta years ago. At Deadhorse, the tower was closed September 12 due to declining air traffic. The tower was opened in January 1975 when pipeline construction work was on the rise. The Deadhorse flight service station, previously combined with the tower, will remain open.

Published by the Office Of Public Affairs, AAC-5. Distribution: C-8

ADMINISTRATOR PRAISES ANTI-HIJACK EFFORTS

FAAers in both the United States and Europe performed in "magnificent" fashion during the recent hijacking of a TWA jet and helped bring that incident to a successful conclusion, Administrator McLucas declared last week. Dr. McLucas also praised the "coolness, skill, patience, firmness and courage" of the TWA flight crews and ground personnel involved in the hijacking. The Administrator himself was one of the first FAAers to report to the Headquarters Hijacking Command Center after the hijacking became known shortly after 8 p.m., Friday, September 10. He remained on duty during the entire 30 hours of the ordeal and was joined Saturday afternoon by Transportation Secretary Coleman who cut short a vacation and flew back to Washington. He and Dr. McLucas gave an oral report to the President at the White House Saturday afternoon and then returned to the FAA Command Center, where they remained until the hostages were released and the hijackers taken in custody early Sunday morning. Also present because of the international nature of the hijacking was Ambassador L. Douglas Heck who directs the State Department's anti-terrorism unit. The Command Center itself was run by Civil Aviation Security Director Richard Lally and his deputy, Joseph Blank. Using FAA's extensive communications system, they were in almost constant touch with (See ANTI-HIJACK, page 3)

OFF AND RUNNING FOR FSSs

The flight service station study team, created to make recommendations for a standard FSS organization, will fan out across the country this week. Two groups, each made up of four members, will visit stations to gather information concerning facility organization. Group I will visit FSSs at Dallas, Lubbock, Amarillo, Kansas City, Oklahoma City, Denver, Salt Lake City, Seattle, Bakersfield, Oakland, Las Vegas, Indianapolis, Dayton, and Green Bay as well as the Central, Southwest, Rocky Mountain, Western, Great Lakes and Northwest regional offices. FSSs in the Group II itinerary include: Islip, Buffalo, Newport News, Miami, Jacksonville, Atlanta, Wichita and Boston. This group also will visit the Eastern and New England regional offices. Members of the Group I team are John Elwell, Western Region; Don Valentine, Great Lakes Region; Walter Ward, Southwest Region, and J.P. Fox, Headquarters. In Group II are Armand Palmerine, Eastern Region; Richard Dunivant, Southern Region; Tom Doyle and Albert Lundeen, both of Headquarters.

TWO NAMED TO TOP POSTS

The agency has named Louis A. Million, Jr., as Deputy Director, Alaskan Region, and Siegbert B. Poritzky as Director, Office of Systems Engineering Management. Million, formerly chief of the Great Lakes Region Airports Division, is an engineer by training and joined the agency in 1958. Poritzky, who worked for CAA from 1949 to 1953, comes from the Air Transport Association where he was an expert in air traffic control and air navigation programs.

KEEPING 'EM APART

The Aircraft Separation Assurance Program, proposed by the agency to further reduce midair collision danger in the nation's airspace, will be aired at a two-day consultative planning conference September 27 and 28 in Washington, D.C. To be discussed during the meeting will be the agency's five-point program including: (1) implementation of a conflict alert function on air traffic control radars; (2) continued development of Discrete Address Beacon Systems; (3) further development of the Beacon Collision Avoidance System; (4) expanded requirements for flight plans; and (5) carriage of altitude-reporting transponders. Generally the discussion of the program will focus on procedural improvements, regulatory changes, hardware systems, planning standards and system improvements.

MAKING AIRPORTS SAFER

Richard F. Lally, Director, Civil Aviation Security Service, last week received the agency's Award for Superior Service during ceremonies in the Administrator's office. The award is for the exceptional manner in which he developed and coordinated industry and government efforts in response to the Dec. 29, 1975 bomb explosion which killed 11 at New York's La Guardia Airport. Results of the top priority program initiated by Lally: selective baggage screening procedures were started by the airlines; airport security was tightened by assigning explosive detection dogs to additional airports and by other methods; and research to devise effective explosive detection equipment was stepped up.

LOOKING AT AIR TAXIS

The agency is gearing up for a five-day conference in Denver from November 8 to 12 to discuss proposals for upgrading safety regulations for the more than 3,800 air taxi operators in the U.S. The conference, which will cover 112 proposals for regulatory amendments and new rules, will zero in on scheduled air taxis. Many of these carriers are operating sophisticated turbine-powered aircraft with up to 30 passenger seats. As of June 1976, there were 209 scheduled air taxi operators--158 passenger-carrying commuter air carriers and 51 air mail carriers. In fiscal year 1975, they carried 6.8 million passengers, flew 708 million passenger miles and transported 148 million pounds of cargo and 153 million pounds of mail.

TESTING THE STATE OF STATES

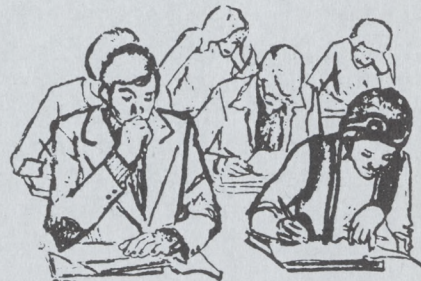
Transportation Secretary Coleman has invited the 50 state governors to apply for participation in a state-managed "demonstration program" of Federal grants for development of general aviation airports. In his letters to the governors, the Secretary said a maximum of four states will be selected to participate in the program for a one or two-year period. The primary objective of the test is to determine if the states have the capability to administer Federal grants for general aviation airport development more efficiently and effectively than the Federal government. Participating states will be allowed to make their own priority allocation of general aviation ADAP funds in contrast to the usual procedure where FAA determines priorities and deals directly with the individual airports or channels the money through a state agency.

ANTI-HIJACK (from page 1)

ATC facilities, airline operations personnel, law enforcement and security organizations and other governmental and private agencies from the time the hijacking began until it ended. In his message to FAA employees, Dr. McLucas said: "I want to congratulate the staff of FAA in the United States and Europe for their magnificent contribution to the safe release of the hostages of TWA Flight 355. This kind of performance, under extreme pressure, is in the highest tradition of the Federal Aviation Administration and I am proud of you. Secretary of Transportation William T. Coleman, Jr. joins me in saying 'well done'."

KEEPING UP THE PACE

The Civil Service Commission is giving its Professional, Administrative Careers Examination (PACE) nationwide this November and next January, March and May. The exam is the principal means of entry into the Federal Government at the GS-5 and 7 levels for college graduates and persons with equivalent experience. The deadline for applications to take PACE generally is about four weeks before testing begins in any given month. The exact dates and place of testing may be obtained at the Oklahoma City Civil Service Commission office (231-4948).



COLLEGE CREDIT FOR MTS . . . The Superintendent of MTS was recently advised by the American Council on Education that having evaluated ten MTS courses, they are entering in their catalog recommendations that certain amounts of college credit be granted for these courses. The Council's recommendations are:

<u>For completion of:</u>	<u>Semester hours credit:**</u>
Managerial Initial Course (01300)*	4 hrs Upper Division Baccalaureate
Managerial Effectiveness (01302)	2 hrs Upper Division Baccalaureate
Resource Management (01303)	3 hrs Upper Division Baccalaureate
Supervisory Initial Course (01200)	5 hrs Lower Division Baccalaureate
Performance Improvement and Employee Appraisal (01201) (Formerly Supervisory Recurrent)	2 hrs Upper Division Baccalaureate
Labor Relations for Management (01202)	2 hrs Upper Division Baccalaureate
Constructive Discipline (01203)	2 hrs Upper Division Baccalaureate
Staff Specialist (01508)	2 hrs Upper Division Baccalaureate
Equal Employment Opportunity Counselor Effectiveness Training (01505)	2 hrs Upper Division Baccalaureate
Management for Program Managers (01509)*	4 hrs Upper Division Baccalaureate

*These courses overlap to a large extent and ACE recommends that credit not be granted for both.

**Credit recommended will be in the field of either Management or Public Administration, depending on the course.

To obtain college credit for having completed one or more of these courses, application for credit must be made to a college or university in which you are enrolled as a candidate for a degree. If a college or university is not willing to accept your "Certificate of Training" as appropriate documentation, you may request a certificate of satisfactory completion from the Management Training School. (Continued on page 5.)

September 22, 1976

COLLEGE CREDIT FOR MTS (Continued from Page 4) . . . Use the following address when requesting the certificate of satisfactory completion form:

FAA Management Training School
Attn: Office of Admissions
Cameron University, Shepler Center
2800 Gore Boulevard
Lawton, Oklahoma 73501

The Privacy Act precludes MTS maintaining a locator file by student's name; therefore, requests for certificate must include full name, class number and title, and class starting and ending dates for each course completed.

THE LOW COST OF GIVING . . . Give hope! Give help! Give your Fair Share! The Combined Federal Campaign message is simple, direct, potent. It pinpoints the great purposes of the CFC and concludes with the best means yet devised for attaining them -- Fair Share giving.

Giving hope is opening up new roads of fulfillment for a person who has had only one route to travel. It is giving a retarded adult, whose only outside world was seen through the television set, a chance to go to a daily workshop. It is introducing an elderly person surrounded by loneliness to community center activities.

The CFC is the most economical way of meeting the needs of the agencies which provide these services. It takes money to help thousands of people, and the CFC is a guarantee that your donation goes to help people. Support your local CFC!

INSTRUCTORS GO TO SCHOOL . . . Twenty-two Airway Facilities instructors and personnel of the Southwest Region are enrolled in a physics degree program conducted by Oklahoma City University. Classes are being conducted at the Aeronautical Center and on the OCU Campus. A physics degree provides the basic requirements for acquiring Civil Service GS-855 engineering status. The GS-855 engineering classification enables Academy 3-R instructors to become eligible for positions as managers in sector, region, and Washington headquarters offices. The physics degree program was developed to provide career progression opportunities consistent with the FAA Airway Facilities career planning program.

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

- Gaslight Dinner Theater - "God's Favorite" - \$8.35 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- 50¢ discount on admission to all FAA employees by showing your ID card at the show "Midway" at Quail Twin Theater.
- Duplicating machine - 10¢ per copy

AMCARE applications are available at the EA Office.

Golf tournament will be held October 2 at Lincoln West. Sign up by Friday, September 24, 1976.



SEE HOW MUCH CAR EXPENSE YOU CAN SAVE IN ONE YEAR BY CARPOOLING

HOME TO WORK	ANNUAL ROUND TRIP COSTS AND SAVINGS	SUBCOMPACT (PINTO, DATSUN, VEGA, VW, COLT)	COMPACT (NOVA, DART, MAVERICK, PACER)	STANDARD (MATADOR, CUTLASS, LTD, CAPRICE)
10 MILES	<u>COST OF DRIVING TO WORK ALONE</u>			
	GASOLINE AND OIL	\$128	\$176	\$234
	MAINTENANCE AND REPAIR	97	109	130
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	110	143	250
	TOTAL	\$646	\$749	\$948
	<u>SAVINGS PER PERSON IN A:</u>			
	2-PERSON CARPOOL	\$281	\$332	\$427
	3-PERSON CARPOOL	361	427	553
4-PERSON CARPOOL	402	474	617	
5-PERSON CARPOOL	425	502	654	

Portion of the FHWA table showing savings possible when commuters travel via carpool. The chart, which is the size of a sheet of typewriter paper, shows savings attainable over distances of 15-20-25 miles.

September 22, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: September 29, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>
76-300	<u>PERSONNEL MANAGEMENT DIVISION</u> Secretary (Stenography), GS-318-5	AAC-16	318
76-301	<u>PLANT ENGINEERING DIVISION</u> Maintenance Mechanic Helper, WG-4749-5	AAC-50	JE-0001
76-302	<u>MANAGEMENT ANALYSIS DIVISION</u> Industrial Engineer, GS-896-12	AAC-60	800
76-303	<u>PROCUREMENT DIVISION</u> Procurement Clerk (Typing), GS-1106-4	AAC-70	1106
76-279	CANCELLED/Purchasing Agent, GS-1105-5	AAC-70	
	Position does not offer promotion potential without further competition.		
76-304	<u>INVESTIGATIONS AND SECURITY DIVISION</u> Physical Security Specialist, GS-080-11	AAC-90	080
	Position has promotion potential to GS-12 without further competition.		
76-284	<u>CIVIL AEROMEDICAL INSTITUTE</u> AMENDMENT/Medical Records Clerk (Typing), GS-675-3	AAC-130	300=A
	Position has promotion potential to GS-4 without further competition.		
76-305	<u>FAA DEPOT</u> Warehouseman, WG-6907-6	AAC-430	JE-6907
76-306	Supply Technician, GS-2005-6	AAC-430	2005
	Applicants must have 1 year at GS-5 level or equivalent in wage grade.		
76-307	<u>AIRCRAFT SERVICES BASE</u> Sheet Metal Mechanic (Aircraft), WG-3806-11	AAC-830	JE-3806
	Incumbent works primarily day shift.		

September 22, 1976

- 8 -

PROMOTION PLAN ANNOUNCEMENTS (Continued)

Closing date for other than nationwide announcements: September 29, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
76-308	<u>AIRCRAFT SERVICES BASE</u> Sheet Metal Mechanic (Aircraft) Foreman, WS-3806-11	AAC-830	JE-3806
76-309	Sheet Metal Mechanic (Aircraft) Leader, WL-3806-11	AAC-830	JE-3806

TSI-76-4	<u>TRANSPORTATION SAFETY INSTITUTE</u> Transportation Safety Manager (Quality Assurance), GS-301-14	TSI	301-7
TSI-76-5	Deputy Director, Transportation Safety Institute, GS-301-15	TSI	301-7

Area of Consideration: DOT-Wide

FINFO EMPLOYEES ONLY

Closing date: October 6, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FINFO-76-62	Operations Research Analyst, GS-1515-13	AFS-500	1515

Area of Consideration: FINFO-Wide





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-39 September 29, 1976

RESCUE IN ALASKA

Harsh Alaskan weather nearly claimed five victims this month when a helicopter chartered by FAA to ferry maintenance men and materials crash landed in a mountain pass and flipped over. All aboard walked away, and only one person suffered injuries, which fortunately were minor. But more than 40 hours passed before the men were rescued by another helicopter which had to wait for clear weather to make the pick-up. The first copter was approaching a landing spot at a radio relay outlet in Lake Clark Pass 3,600 feet high when a powerful gust blew it past the mountain edge. Turning around, the craft hit the ground and rolled almost completely over. Aboard were the FAA Airway Facilities work crew, Henry Nakamura, Jerry Koppess and Kent Hudson, as well as charter pilot Jim Mott and loadmaster Robert Ferguson. After shaking off the fright, the men settled down to a makeshift camp in a nearby 5x8 foot shed while calling for help on a portable two-way radio and eating a cache of C-rations. The first to hear the call was an Air France jetliner which relayed the message to rescue personnel.



AIRPORT SECURITY WORKS; HIJACK A BLUFF

An FAA report indicating that the airport screening program continues to be effective was sent to the Congress last week. The report said that the nation's passenger screening program at airports resulted in the detection of 2,840 firearms and seven explosives or incendiary devices in the first six months of this year. In addition, 422 persons were arrested for carrying firearms and explosives. The screening prevented what the agency believes were five possible hijackings or other aviation-related crimes. Administrator McLucas, speaking before the Airport Operators Council International in San Francisco, last week said the Croatian nationalists who hijacked a U.S. airliner on September 10 may have succeeded only because they decided to bluff rather than try to smuggle real weapons through the screening procedures at the airport. He revealed that statements taken from the hijackers showed that they had studied the screening procedures at LaGuardia for four months before deciding the security system would be too difficult to penetrate. He added that there has been some question raised as to why FAA did not have more faith in the security procedures at the outset and realize that the hijackers were bluffing. He said that any (See SCREENING, page 3)

PAPERWORK MANAGED

In an unprecedented sweep of Annual Federal Paperwork Management Awards, four FAAers from the Southern Region and two from Headquarters have been honored. Catherine S. Barker, Meredith G. Clarke, Martha B. Greenway and Harold K. Robertson, all of the Southern Region office, received the Award of Special Merit for setting up the first centralized Word Processing Center operated by the FAA. John S. Nigro, Systems Research and Development Service, received an Award for Noteworthy Accomplishment and Jimmy Gwinn, who recently joined FAA's Office of Management Systems, was honored with an Award of Special Merit for work he did at the Treasury Department. The Word Processing Center set up in the Southern Region office consists of facilities for handling multiple address correspondence, as well as a central dictation system enabling people to "call in" correspondence requiring typing. Nigro was recognized for devising Government Standards for Scientific and Technical Reports. He was previously named the FAA Suggester of the Year for 1975 for this contribution.

PAMPHLETS ON POLITICAL ACTIVITY

Copies of FED FACTS 2, which deals with the political activity of Federal employees, will be sent to all FAA supervisors through normal distribution channels. They are expected to be in the hands of supervisors about October 1. The pamphlet lists the do's and don'ts of political activity for Federal employees and describes the major provisions of the Hatch Act. Supervisors should make sure that this pamphlet is circulated to all employees in their organizations. Awareness by all of Hatch Act restrictions is particularly important in an election year.

NEW FORMAT FOR PIREPS

A new, easier-to-read format for Pilot Reports (PIREPs), which describe in-flight weather conditions, goes into effect on October 15. Pilots need not file their reports in the new format, but flight service specialists as well as National Weather Service and military personnel will encode the PIREPs into the new standard format. The format, which replaces reports now written in whatever order given by pilots, is expected to make reading and relay of PIREPs easier for weather briefers and pilots. After pilots become familiar with the format, FAA hopes they will use it when making reports in order to pass along the information more expeditiously. Weather briefers will encode the information in the following order: location; flight level; type of aircraft; sky cover; temperature; winds; turbulence; icing; remarks.

MINORITIES ON THE RISE

More minority group employees moved into higher graded and better paying Federal civilian jobs in the 12-month period ending November 30, 1975, the Civil Service Commission reported recently. Minority employees in GS and similar "white collar" jobs increased by 4,217 to 238,508--17.3% of total white collar employment. The biggest increases were registered in the middle and upper GS grades. For instance, minorities in the GS 9/11 groups increased by 3,562 from 11.2% to 12% of the total employees in that group while minorities in the GS 12/13 group were up 1,839 from 6.6% to 7.2%. Minorities also registered net gains in supervisory and leader positions under "blue collar" wage systems, according to the survey.

ATCA HONORS US

Three agency employees, NAFEC and the Oakland Air Route Traffic Control Center will receive special awards from the Air Traffic Control Association (ATCA) at its 21st annual meeting in Miami Beach on September 30. The first place George W. Kriske Memorial Award for outstanding individual contributions to the science of air traffic control and ATC professions in 1976 goes to Robert M. Flanagan of the New York ARTCC, while the Honorable Mention goes to Phillip W. Skeith of the Arapahoe control tower in Englewood, Colo. NAFEC will receive the first place Earl F. Ward Memorial Award for outstanding group achievement in 1976 and Oakland ARTCC takes second place for contributions to ATC. Al J. Kulikowski of the Memphis ARTCC will be presented the second place Technical Writing Award for his article, "Fuel Economy in ATC System," which appeared in ATCA's July-September 1976 Journal of Air Traffic Control.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). CAIRO = 2 years, PC-29/76 Technical Officer, MET, P-4, gross: \$24,220 per annum and net (free of tax): \$17,532 per annum. Applications due in AIA-29 by September 28, 1976. 3 years, PC-30/76 Technical Officer, RAC/SAR, P-3, gross: \$19,670 per annum and net (free of tax): \$14,585 per annum. Applications due in AIA-29 by October 27, 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.

WANT TO FLY IN SPACE?

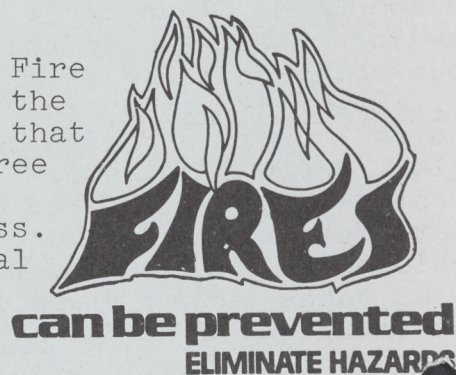
The National Aeronautics and Space Administration is currently looking for men and women to serve as pilots and crew members aboard the space shuttle, the first of which was rolled out at Rockwell International in California last week. Candidates selected for both pilot and "mission specialist" programs will go through a two-year training and evaluation program before possible selection to a position. The requirements for candidates for the pilot positions are: a bachelor's degree from an accredited institution in engineering, physical science, or mathematics (advanced degree or equivalent experience is desirable); 1,000 hours pilot time (2,000 hours desirable, and high performance jet aircraft and flight test experience is preferred); the ability to pass the NASA flight physical; and a height between 64 and 76 inches. Basically, the requirements for the mission specialist positions are: a bachelor's degree from an accredited institution in engineering, physical or biological science, or mathematics (advanced degree or equivalent experience is desirable); the ability to pass the NASA flight physical; and a height between 60 and 70 inches. Applications for both types of positions must be postmarked no later than June 30, 1977. Applications may be obtained by writing to: Astronaut Candidate Program (add parenthetically either, Pilot or Mission Specialist, to show the option of interest to you), Code AHX, NASA Johnson Space Center, Houston, Texas 77058.

EFFECTIVE SCREENING (from page 1) such suspicion was dispelled when a bomb the hijackers said they left behind went off and killed one New York City policeman and wounded others.

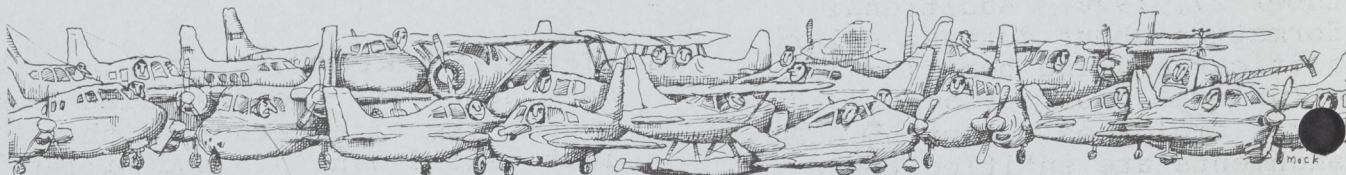
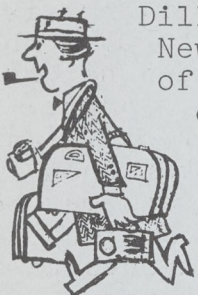
EVENING MEAL FRIDAY . . . On Friday, October 1, 1976, only, cafeteria service will be provided from 3:00 p.m. until 7:30 p.m. in the Headquarters Cafeteria instead of the ARB Cafeteria. This temporary change will permit I.I. Foods, Inc., to get an early start in making several equipment changes planned for that weekend in the ARB Cafeteria.



"LEARN NOT TO BURN!" . . . This is the theme for Fire Prevention Week, October 3-9. Figures from the National Fire Protection Association reveal that during 1974 in the United States, almost three million fires occurred resulting in 11,600 deaths and almost \$4 billion in property loss. During the month of October, all Aeronautical Center supervisors should review fire prevention practices with their employees including building evacuation procedures and emergency plans. Fire prevention should be a year 'round endeavor.



DR. DILLE HOME AFTER AUSSIE TOUR . . . Doctor Bob Dille, Chief of CAMI, has returned from a two-week tour of Australia and New Zealand. Dille spoke in Sydney and Melbourne, Australia, and in Queenstown, New Zealand. He discussed "CAMI Research" at the annual meeting of the Aviation Medical Society of Australia, made a presentation on selected research accomplishments to the Australian Department of Transport, Air Transport Group in Melbourne, and presented recent research findings in a paper entitled "Accident Experience of Civilian Pilots with Static Physical Defects" at the annual Aviation Medical Society meeting in Queenstown, New Zealand.



THE COMBINED FEDERAL CAMPAIGN offers a scope of services unequalled by any other fund-raising drive. Local services are provided through the 45 United Appeal human service agencies under the umbrella of the United Appeal of the Greater Oklahoma City Area. National Health Agencies perform distinguished work in protecting the health of all Americans through research, patient care and public education. The CFC has worldwide scope through the work of the International Service Agencies which help millions of people in South America, Africa, Asia and Eastern Europe fight off hunger, disease and ignorance.



The CFC operates at all levels to offer services to people in our community, our nation and our world. Below is the Aeronautical Center & Department of Transportation participation status as of September 24, 1976:

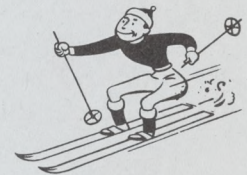
<u>Office</u>	<u>% of Participation</u>	<u>Office</u>	<u>% of Participation</u>
AAC-1,2,3	100	AAC-100	0
5	100	200	41
6	100	300	48
7	100	400	0
8	0	800	46
9	0	900	0
10	100	1000	78
20	28		
30	100	FINFO	0
40	29	TSI	0
50	0	Eng & Mfg	52
60	0	ASW in OKC	31
70	40	CG	44
80	100	FHWA	0
90	0	FRRA	0
		Total:	19%
		Other DOT Total:	22%
		Total DOT & AC:	20%

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

- Gaslight Dinner Theater - "God's Favorite" - Price, \$8.85 ea.
- Six Flags Over Texas - \$6.50 ea.
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
- Oklahoma City Dolls Football tickets for Oct. 2 - Adult \$3.00, Child \$1.00

FAA Business Cards: 250 for \$6.50, 1000 for \$9.00, or order of 1000 in two colors \$9.50.

You may get information on the Employee Association sponsored tours to Hot Springs and ski trip to Colorado at the Employees Association Office.



Etiquette of Yesteryear (1900)

EXCERPTS FROM BOOK OF ETIQUETTE...

"In bowing on the street, a lady must merely incline her head gracefully, and not her body, but she should always smile pleasantly. It lights up the features and adds a refreshing warmth to the greeting." "When dancing, it is in very poor taste for a gentleman and lady to place their joined hands against the hip or side of the gentleman. Always keep the hands clear of the body. A gentleman must not solicit more than two dances from a young lady whom he has met for the first time that evening."

Interesting, isn't it, what a difference a few years makes!



PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>PERSONNEL MANAGEMENT DIVISION</u>			
76-300	CANCELLED/Secretary (Stenography), GS-318-5	AAG-16	
	Advertised erroneously.		
76-311	Employee Relations Clerk (Stenography), GS-203-5	AAC-16	203
	Employees who made application under Announcement 76-300 will automatically receive consideration for this position and need not reapply.		
<u>PLANT ENGINEERING DIVISION</u>			
76-312	Electromotive Equipment Mechanic Helper, WG-5876-5	AAC-50	JE-0001
	Promotion potential to WG-10 without further competition.		
<u>PROCUREMENT DIVISION</u>			
76-313	Purchasing Agent, GS-1105-5	AAC-70	1105
<u>DATA SERVICES DIVISION</u>			
76-314	Computer Operator, GS-332-5	AAC-340	332
	Promotion potential to GS-7 without further competition. May require shift work.		
<u>FAA DEPOT</u>			
76-315	Electronics Technician, GS-856-5	AAC-440	856
	Promotion potential to GS-7 without further competition.		
76-316	Secretary (Stenography), GS-318-5	AAC-430	318
76-317	Shipment Clerk, GS-2134-4	AAC-430	2100



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-40 October 6, 1976

NATIONAL AF UNION CERTIFIED BY LABOR DEPT

The Department of Labor has certified election of a nationwide labor representative for some 7,700 non-supervisory Airway Facilities employees. The exclusive representative for the bargaining unit is the Federal Aviation Science and Technological Association/National Association of Government Employees. A mail ballot election for employees was conducted last March-April, but certification was held up pending resolution by the Labor Department of objections filed by the American Federation of Government Employees. Included in the new unit are employees of regional Airway Facilities Divisions, except for the Alaska, Pacific and European Regions. Also excluded are employees in Headquarters, NAFEC, Aeronautical Center and several existing local bargaining units. This is the fourth nationwide bargaining unit in FAA, the second to be represented by FASTA/NAGE. The Professional Air Traffic Controllers Organization (PATCO) and the National Association of Air Traffic Specialists (NAATS) were both certified as the exclusive representatives for units of Air Traffic employees in 1972. FASTA/NAGE was certified as the representative of a unit of Flight Inspection National Field Office employees in 1974. Negotiations for a national labor agreement between the agency and FASTA/NAGE are expected to begin in the near future.

PAY RAISE ARRIVES

The waiting is over--President Ford announced last week that GS employees will receive a "weighted pay" increase to achieve comparability with private industry salaries. For FAA employees, the pay raise will first be included in pay checks covering the pay period beginning October 10. The pay raise provides a different percentage increase for each grade level of the General Schedule. The increases are smaller at the lower grades and higher at the higher grades. Also raised is the limit on maximum GS salary--up to \$39,600 from \$37,800. Because of this salary ceiling, the actual pay increases for the top four steps of GS-15 and for all steps in GS-16 through GS-18 will be lower than called for by the weighted plan. Weighting is based on the number of employees at each grade level, as well as salaries. The August 23 INTERCOM showed the percent increases for each GS grade. See page 2 of this issue for the new General Schedule.

RADAR VIGIL ON STORMS

FAA is peering through a radar eye at thunderstorms in Florida in an effort to find the ideal equipment settings to adequately display storms on air traffic control radar scopes. The Tampa ASR-8 (Airport Surveillance Radar), most modern of terminal radars, is being used to (See VIGIL, page 2)

NEW GENERAL SCHEDULE

	1	2	3	4	5	6	7	8	9	10
GS-1	\$5,810	\$6,004	\$6,198	\$6,392	\$6,586	\$6,780	\$6,974	\$7,168	\$7,362	\$7,556
2	6,572	6,791	7,010	7,229	7,448	7,667	7,886	8,105	8,324	8,543
3	7,408	7,655	7,902	8,149	8,396	8,643	8,890	9,137	9,384	9,631
4	8,316	8,593	8,870	9,147	9,424	9,701	9,978	10,255	10,532	10,810
5	9,303	9,613	9,923	10,233	10,543	10,853	11,163	11,473	11,783	12,093
6	10,370	10,716	11,062	11,408	11,754	12,100	12,446	12,792	13,138	13,484
7	11,523	11,907	12,291	12,675	13,059	13,443	13,827	14,211	14,595	14,979
8	12,763	13,188	13,613	14,038	14,463	14,888	15,313	15,738	16,163	16,588
9	14,097	14,567	15,037	15,507	15,977	16,447	16,917	17,387	17,857	18,327
10	15,524	16,041	16,558	17,075	17,592	18,109	18,626	19,143	19,660	20,177
11	17,056	17,625	18,194	18,763	19,332	19,901	20,470	21,039	21,608	22,177
12	20,442	21,123	21,804	22,485	23,166	23,847	24,528	25,209	25,890	26,571
13	24,308	25,118	25,928	26,738	27,548	28,358	29,168	29,978	30,788	31,598
14	28,725	29,683	30,641	31,599	32,557	33,515	34,473	35,431	36,389	37,347
15	33,789	34,915	36,041	37,167	38,293	39,419	40,545*	41,671*	42,797*	43,923*
16	39,629*	40,950*	42,271*	43,592*	44,913*	46,234*	47,555*	48,876*	50,197*	
17	46,423*	47,970*	49,517*	51,064*	52,611*					
18	54,410*									

Salaries marked by * are now limited by law to \$39,600.

EMPLOYEE REP TIME

The U.S. Comptroller General has reversed a previous ruling and now says that the amount of official time an employee who is also a union representative can spend representing other employees is a matter for negotiation between government agencies and unions. Back in February, the CG said an employee-representative could spend no more than 160 hours of official time per year representing other employees in grievances, appeals, bargaining and related matters. A month later, as a result of union protests and agency concerns, the ruling was suspended. The new decision says the amount of official time to be allowed should be determined by balancing employee-rep job requirements and the needs of the government against the right of employees to be represented.

FAA WORLD OCTOBER

"Is It a Good Day for an Accident?" Biorhythm theory suggests this may be predictable. FAA WORLD'S cover story looks into these claims . . . "Black Pilots Group Earned Its Wings the Hard Way" relates personal experiences at an annual convention . . . Airway Facilities personnel tell why "It Pays to Pitch In" . . . An RO art show provides a "Lime-light for Moonlight Talents" . . . "Secretaries to the Rescue" is about a pair of women from the same region office who find themselves "involved" on the same day . . . "A Flossy Ford Fossil" is what one FAAer rebuilt over a long time . . . and "A Fallen Comrade" is an obit for a dog . . . You'll also find a "Word Search" and your favorite features: Direct Line, Small World, Federal Notebook and Faces and Places.

VIGIL(from page 1)

tape record severe weather for comparison with tape recordings of the same weather made from a nearby National Weather Service radar. Data will be collected for another two months and then analyzed at NAFEC.

Agency radar experts hope to come up with information that will show how FAA radar systems--both long range and terminal--can be adjusted for the most accurate detection and display of turbulent weather.

ATC REGISTER REOPENING

On October 1 the U.S. Civil Service Commission reopened the Air Traffic Control Register for the center and tower option in the FAA Eastern Region. This includes the states of Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, and West Virginia. Qualified applicants under 31 years of age with at least 3 years of responsible work experience are being sought for GS-7 positions at air traffic control towers and air route traffic control centers. For more information, contact the Oklahoma City Civil Service Commission Office, 231-4948.

USE OR LOSE LEAVE

Remember that your "use or lose" annual leave must be scheduled and approved in writing before November 20. Managers are reminded that if an end-of-year workload situation prevents employees from taking approved use or lose annual leave, a determination of a critical need affecting the public business must be obtained from the designated agency official in order that such unused leave may be restored to the employee's leave account. Guidance is available in agency Handbook 3600.4, Absence and Leave, Chapter 2, Paragraph 15. Questions should be directed to the Labor Relations Branch, AAC-16, Ext. 2638.

ELECTION YEAR DOs AND DON'Ts

Despite repeated efforts to change it, the Hatch Act remains very much in effect, prohibiting many kinds of political activities for Federal workers. Under the Act, you may vote as you choose, express your opinions on all political subjects and candidates, and participate in political management or a political campaign in a nonpartisan election. The staff of the Labor Relations Branch, AAC-16, is available to answer questions.

THE FEDERAL WAGE SYSTEM

The FWS covers employees in trade, craft, and laboring occupations. These employees are paid hourly rather than annually. As with the General Schedule, the objective of the FWS is to provide employees equal pay for substantially equal work, with pay distinctions based on the work and level of responsibility. The Civil Service Commission develops and publishes FWS job grading standards for use by position classifiers in determining job titles, series, and grade. These standards analyze and discuss each major occupation in terms of four factors: skill and knowledge, responsibility, physical effort, and working conditions. The standards identify 15 nonsupervisory FWS wage grade (WG) levels.

FWS wages are determined by comparing Federal blue collar jobs with similar private industry jobs in a local geographic wage area, unlike General Schedule salaries which are determined on a nationwide basis.

Each of the 15 Wage Schedule pay grades is broken down into 5 step rates; each rate is 4% apart with the second step based on the current rate in private industry. Full-time nonsupervisory or leader employees receive regular raises (within-grade increases) after predetermined waiting periods. For an employee in the first step, the increase to step 2 occurs after 26 calendar weeks, to step 3 after 78 calendar weeks, and to steps 4 and 5 after intervals of 104 calendar weeks. (Supervisory and part-time employee waiting periods are slightly different.)

For further information, contact the Compensation Branch, AAC-15, X4632.

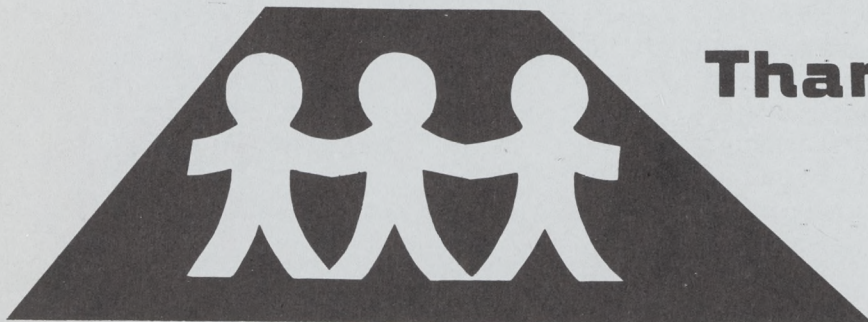
COMBINED FEDERAL CAMPAIGN . . . Participation rate as of October 1:

AAC-1, 2, 3	100%
AAC-5	100%
AAC-6	100%
AAC-7	100%
AAC-8	0
AAC-9	0
AAC-10	100%
AAC-20	77%
AAC-30	100%
AAC-40	63%
AAC-50	0
AAC-60	100%
AAC-70	100%
AAC-80	100%
AAC-90	88%
AAC-100	67%
AAC-200	70%
AAC-300	66%
AAC-400	45%
AAC-800	84%
AAC-900	6%
AAC-1000	100%
 Total AC	 50%



AAC-210	50%
Railroad Adm	0
Southwest Region Employees	54%
Federal Highway Adm	65%
Coast Guard	44%
FINFO	0
TSI	0%
 Total DOT	 34%

Total DOT/AC 48%



Thanks to you...

it works

October 6, 1976

AERONAUTICAL CENTER EMPLOYEE HONORED . . . Jo Anna Gardner has been named Handicapped Oklahoma Citian of the Year. She was presented a certificate by Mayor Patience Latting on October 5 in the Mayor's office. Jo Anna has worked at the Aeronautical Center since September 1965 and is presently in the position of Chief, Registrar Unit, AAC-911.

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

- ==Gaslight Dinner Theater - "God's Favorite" - \$8.85 ea.
- ==Six Flags Over Texas...Now open on Saturday and Sunday only during the fall. Price, \$6.50 ea.
- ==Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50.
- ==Fishing and hunting licenses and turkey permits. Also, licenses are available for the following special purposes: Deer Hunting License for Gunning, Archery, and Primitive Fire Arms.

FAA business cards: 250 for \$6.50, 1000 for \$9.00, or order of 1000 in two colors for \$9.50.

You may get information on the Employee Association sponsored tours to Hot Springs and ski trip to Colorado at the Employee Association Office.



October 6, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: October 13, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>
76-319	<u>AERONAUTICAL CENTER WIDE</u> Clerk-Stenographer, GS-312-4	Aero. Center	312
76-320	<u>ADMINISTRATIVE SERVICES DIVISION</u> Supply Clerk (Data Transcribing), GS-2005-4	AAC-490	2005
Applicants must possess proficiency in typing or data transcribing.			
76-321	<u>CIVIL AEROMEDICAL INSTITUTE</u> Animal Caretaker, WG-7706-5	AAC-101	JE-7706
76-322	<u>FAA DEPOT</u> Electronics Technician, GS-856-7	AAC-440	856
76-323	Supply Clerk, GS-2005-4	AAC-480	2005
76-324	Supply Cataloger, GS-2050-7	AAC-490	2050
76-273	<u>AIRCRAFT SERVICES BASE</u> CANCELLED/Production Controller, GS-1152-5	AAC-850	
Position was advertised erroneously.			
76-325	Production Controller, GS-1152-5	AAC-850	1152
Requires 1 year of specialized experience directly related to aircraft maintenance. Employees who applied on Announcement 76-273 will automatically receive consideration for this position and need not reapply.			
76-326	Electronics Technician, GS-856-10	AAG-952	856
1 year of the specialized experience must be directly related to aircraft simulators.			

October 6, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS (Continued)

Closing Date: October 13, 1976

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
76-274	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> CANCELLED/Electronics Engineer, GS-855-14 Position filled by 3-R returnee.	AAC-1000	

FINFO PROMOTION PLAN ANNOUNCEMENTS

Closing Date: October 21, 1976

*FINFO-76-63	Supervisory Electronics Technician, GS-856-13	LAX FIFO	856
*FINFO-76-64	Aircraft Mechanic Foreman, WS-8852-10	LAX FIFO	JE-8852
**FINFO-76-65	Airspace System Inspection Pilot, GS-2181-14	AFS-500	2181

*Area of Consideration: FINFO-Wide

**Area of Consideration: FAA-Wide



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-41 October 13, 1976

14 TRAIN FOR TOP JOBS

For the fourth time in as many years, FAA has selected a group of managers to participate in the Executive Development Program. Announcement of the 14 selectees culminates a thorough screening process which began last spring. Candidates, in addition to having shown managerial ability in the performance of their assigned duties, were required to demonstrate potential for executive development at the three-day executive skills assessment center in Washington. This year's program differs significantly from the previous three in that most training and developmental activities and assignments will be tailored to each individual's specific needs. The participants--being groomed for GS-15 division chief jobs and above, including regional director--will begin their formal training by attending a 12-day orientation in Headquarters in November. Selected for the program this year were: Headquarters: Juan E. Cruz, James R. Etgen, Kenneth S. Hunt, George A. MacArthur, Robert J. McCarthy, David F. Muller and John W. Sewell; Rocky Mountain Region: Wayne J. Barlow, Fred H. Jaeger, Jr., Edmund P. Kennedy and Robert O'Brien; Eastern Region: Richard L. Fisher and L. Lane Speck; and Central Region: Homer C. McClure.

FAA URGES IMPROVEMENT OF DRAFT ATC STANDARDS

In its response last week to the Civil Service Commission's draft controller classification standards, FAA said some GS-14 controller positions should exist in the air traffic control system. The FAA response was forwarded to the Commission by Secretary Coleman who supported FAA's view that some GS-14 journeyman jobs are warranted. The Secretary pointed out that more time would be needed to adequately define and describe these positions and that he would communicate his conclusions to the Commission. He also supported each of the other changes proposed by FAA. The most serious problem in the view of both FAA and Secretary Coleman is the downgrading of an estimated 6,000 air traffic control positions if the classification standards are made final in their present form. "The draft standard would not be acceptable to the Department of Transportation for that reason alone . . ." Coleman said. Coleman added that he realized CSC may not have had enough time and data to foresee the widespread downgradings that would result from the draft standard. He supported FAA's recommendation for a different treatment of air traffic supervisory and staff positions from that proposed by CSC. Coleman urged CSC to work closely with DOT/FAA to develop revised standards and recognize the complexity of ATC work.

WOMEN'S PROGRAM SEEKS SYMBOL

In honor of the tenth anniversary of the Federal Women's Program in FY 1977, the Civil Service Commission is sponsoring a design contest for a symbol of the program. Symbols submitted for consideration will be judged on their basic design. Finished art work is not required. First prize includes a plaque showing the symbol and publication of the symbol and a photograph of the winner in the CSC quarterly, "Women In Action." Design entries must be postmarked by November 1, 1976; and the design must be submitted on a standard 8 X 10 inch sheet of paper. Entries should be sent to: Office of the Federal Women's Program, U.S. Civil Service Commission, Room 7540, 1900 E Street, N.W., Washington, D.C. 20415. Artists seeking background information on the women's program should contact their civil rights office.

ICAO SEEKING APPLICANTS

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP), is seeking the expert services of a Communications Engineer, position number TA-76/73, and Electronics Engineer (Radar), position number TA-76/62, in Saudi Arabia for an initial period of one year with the prospect of renewal. Level 5, Step 1, Gross: \$32,280 per annum and net (free of tax): \$22,354 per annum; subject to confirmation. Applications due in AIA-29 by October 22, 1976. Additional information about duties, qualifications, salary and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

WHERE ARE YOU?

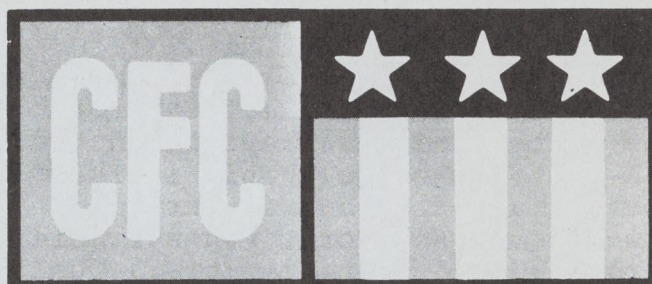
"Who are you and how high are you?" Another 15 beacon interrogator systems which ask these questions and get the answers from high flying, transponder-equipped airplanes are on the way. They were purchased by the agency last month from Bendix Corp., Communications Division of Baltimore. Also included in the \$820,000 purchase are spare parts, test equipment and other related equipment. The beacon interrogators will be used at both enroute and terminal radar sites. Deliveries of the equipment will begin in July 1977 and be completed within three months.

ATLANTIC FEVER

While we're celebrating Columbus Day this week, we take time out to observe another, albeit little remembered, ocean crossing: the fourth non-stop trans-Atlantic flight. One would expect this to have occurred after Charles Lindbergh's famous flight in 1927. But in fact, it was Oct. 11-15, 1924 that the dirigible LZ-126--soon to be taken over by the U.S. Navy and renamed the "Los Angeles"--floated majestically above the Atlantic from Friedrichshafen, Germany to Lakehurst, N.J. The very first flight across the Atlantic is high on the list of little-remembered events. This feat was performed by the NC-4 (Navy Curtiss), commanded by Lt. Commander A.C. Reade. This huge bi-wing seaplane crossed, with several stops, from Long Island, N.Y. to Plymouth, England via the Azore Islands and Lisbon, Portugal. Another all-but-forgotten first is the first non-stop Atlantic flight made in June 1919 by the British aviators John Alcock and Arthur W. Brown, who flew a Vickers Vimy from Newfoundland to Ireland. Lindbergh, by the way, made the tenth aerial crossing, which was the fifth non-stop, but the first solo. Who was the tenth man on the moon?

MARATHON SAVE

The combined might of FAA, the North American Air Defense Command (NORAD), the U.S. and Royal Canadian Air Forces, the Federal Communications Commission and the Coast Guard were brought to bear in a recent 4-hour, 16-minute flight assist that saved the life of a lone airman piloting a single-engine airplane. The pilot was lost at night over the Pacific Ocean off the southern coast of Canada on an island-hopping flight that began in Tokyo. The Seattle and Oakland enroute centers were unable to communicate directly with the pilot and relayed instructions through the Anchorage FSS and two airborne Air Force cargo planes. In addition, the Canadians "scrambled" two jet interceptors to look for the lost airman, and the San Francisco Coast Guard station sent aloft a four-engine plane in hopes of finding and escorting the pilot to an airport. NORAD, the FCC direction-finding network and the Arcata, Calif., FSS tracked the airplane as it zig-zagged southward. As midnight passed and the plane still had not been sighted, FAA asked all airports on the Washington coast to turn on their lights. Finally, a request went out for a specialist to man the Crescent City, Calif., FSS, which was closed at that hour. Arriving in time, the specialist flashed the airport lights on and off and relayed local wind and airport conditions to the pilot, who ended his odyssey with a safe landing at the Crescent City airport. During September, 261 flight assists were reported--121 by flight service stations, 97 by towers and 43 by centers. There were a total of 542 people reported on board the aircraft involved. The primary causes for the assists included 162 lost pilots, 41 low on fuel, 35 involved in weather and 58 with some type of equipment malfunction.



Combined Federal Campaign



Give your
fair share
thru payroll deduction

COMBINED FEDERAL CAMPAIGN . . . Status as of October 8, 1976:

Organization % of Participation

AAC-1, 2, 3	100
AAC-5	100
AAC-6	100
AAC-7	100
AAC-8	100
AAC-9	100
AAC-10	100
AAC-20	100
AAC-30	100
AAC-40	100
AAC-50	30
AAC-60	100
AAC-70	100
AAC-80	100
AAC-90	88
AAC-100	94
AAC-200	70
AAC-300	66
AAC-400	73
AAC-800	84
AAC-900	37
AAC-1000	100
TOTAL AERO CENTER	69

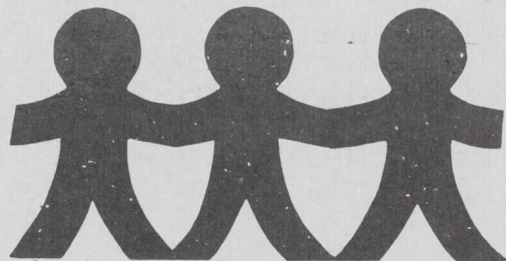
OTHER DOT OFFICES:

Organization % of Participation

AAC-210	96
Railroad Adm	0
Southwest Region Employees	54
Federal Highway Adm	65
Coast Guard	84
FINFO	79
TSI	0

TOTAL OTHER DOT 74

TOTAL AC/DOT 70



THE UNITED APPEAL

CAFETERIA TO CHARGE EXTRA FOR CARRY-OUT CONTAINERS . . . Service in the Headquarters and ARB Cafeterias has been improved with the addition of china and glassware. This improvement also provides for a more economical operation which is reflected in current menu prices. Customers are therefore requested to use the china and glassware except for carry-out orders.

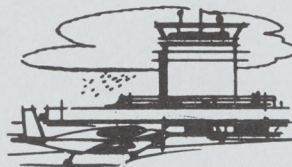
Extra charges for cost recovery of the carry-out container will be made as follows, effective October 18, 1976:

Styrofoam cup with lid (all sizes)	2¢
Small paper plate (6")	2¢
Large paper plate (9") with cover	7¢
Plastic knife, fork & spoon (1¢ ea.)	3¢



The above price changes do not apply to the Warehouse or Hangar 9 Cafeterias or Multi-Purpose Lunchroom since china and glassware are not used in these locations.

WILL ROGERS AIRPORT OPEN HOUSE . . . In a joint celebration of the Bicentennial and the 10th Anniversary of the opening of Will Rogers World Airport, an open house will be held at the Will Rogers terminal Saturday and Sunday, November 6 and 7. The celebration, called the Bi-Cen-Ten, will highlight displays from every facet of today's aviation. The FAA Aeronautical Center will take part in the open house with a number of displays.



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

- Gaslight Dinner Theater - God's Favorite" - Price \$8.85 ea
- Six Flags Over Texas - \$6.50 ea
- Silver Dollar City in Missouri - Adult \$5.50, Child \$4.50
(Closing date on selling tickets to Silver Dollar City will be October 20.)
- FAA Business Cards: 250 for \$6.50, 1000 for \$9.00, or order 1000 in two colers for \$9.50.
- Duplicating machine: 10¢ per copy

You may get information on the Employee's Association sponsored tours to Hot Springs and Ski Trip to Colorado at the Employee Association Office.

October 13, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: October 20, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>
76-329	<u>AERONAUTICAL CENTER WIDE</u> Clerk-Typist, GS-322-3	Aero. Center	322
76-316	<u>FAA DEPOT</u> CANCELLED/Secretary (Stenography), GS-318-5 Position cancelled due to ceiling reduction.	AAC-430	
76-320	CORRECTION/Supply Clerk (Data Transcribing), GS-2005-4 This position was erroneously advertised as being in the Administrative Services Division.	AAC-490	2005
76-330	Electronics Mechanic, WG-2614-11	AAC-440	JE-2614
76-331	Woodworker, WG-4604-7	AAC-430	JE-4621
76-332	<u>FAA MANAGEMENT TRAINING SCHOOL</u> Clerk, GS-301-6	AAC-500	300-B
76-325	<u>AIRCRAFT SERVICES BASE</u> AMENDMENT/Production Controller, GS-1152-5 Position has growth potential to the GS-9 level.	AAC-850	1152
76-310	<u>FAA ACADEMY</u> Air Traffic Control Specialist (Instruction), GS-2152-13	AAC-933	2152

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.

October 13, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS (continued)

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

76-310 (continued)

A minimum of 1 year FAA experience is required within the last 6 years as an Air Traffic Specialist at an Air Traffic Field Facility, regional AT Division, Washington Office of AT Service or in an AT position with the FAA Systems Research and Development Service.

76-289	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> AMENDMENT/Electronics Engineer, GS-855-13	AAC-1000	800
--------	--	----------	-----

Closing date for this announcement is extended to October 29, 1976.

FINFO PROMOTION PLAN ANNOUNCEMENT

Area of Consideration: FAA-Wide

Closing date extended to: October 29, 1976

FINFO-76-61	CORRECTION/Airspace System Inspection Pilot, GS-2181-14	AFS-520	2181
-------------	--	---------	------

This position was erroneously advertised as FINFO-76-65. The announcement number to use when bidding should be FINFO-76-61. Also the position is located in the Flight Procedures Branch. Bids already submitted will be placed with Announcement Number FINFO-76-61.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-42 October 20, 1976

PER DIEM, MILEAGE GO UP

The General Services Administration recently raised the per diem rate for official travel from \$33 a day to \$35. In addition, mileage allowances for use of private vehicles on official business were raised and per diem rates went up for special "high cost" areas. Mileage allowances now are: 11 cents for motorcycle, up 3 cents; 15.5 cents for automobile, up half a cent; and 24 cents for aircraft, up 2 cents. The high cost per diem rates are: Boston, \$49, up \$11; Chicago, \$43, up \$4; Los Angeles (now defined to include more area), \$40, up \$3; San Francisco, \$41, up \$2; Washington, D.C. (defined to include more area), \$50, up \$8. Per diem for New York City remains \$50. Two new high cost cities were added: Newark, N.J., \$42; Philadelphia, \$46. For additional information, see page 4.

FAA, NAATS REACH ACCORD

FAA and the National Association of Air Traffic Specialists (NAATS) have reached agreement on a new, two-year contract which is expected to become effective on November 1 after final approval by the Office of the Secretary of Transportation. Highlights of the contract will be reported in a forthcoming INTERCOM.

AGENCY ORDERS BACK-UP FOR ARTCC AUTOMATED RADAR

Equipment has been ordered to provide a back-up capability for the alphanumeric radar displays in use at the agency's 20 domestic ARTCCs. Called Direct Access Radar Channels (DARC), the system is being purchased from the Raytheon Company of Wayland, Mass., for \$11.2 million. This equipment will take over when the primary system fails or is shut down for scheduled maintenance. It means that under these circumstances controllers will not have to revert to using broadband radar but can continue to work with targets written electronically on their radar scopes. Using minicomputers and associated equipment, DARC will process radar data on aircraft under center control and present this information in data-block form on the radar displays used by controllers. Items displayed in the data block will include the identity and altitude of aircraft equipped with beacon transponders and altitude encoders. Besides the 20 domestic centers, units are being purchased for NAFEC and the FAA Academy in Oklahoma City. Delivery of the first DARC system to NAFEC is expected in 18 months.

HEALTH PLAN INFO

Federal employee health plans will experience no major benefit increases or reductions in 1977, but rates will go up from 5% to 20%, the Civil Service Commission announced recently. The premium increases are due to continuing inflation in health care costs, CSC said. One health plan--the government-wide Indemnity Benefit Plan offered by Aetna Life Insurance Co. --will reduce its rates an average of 4%, thanks to a favorable claims picture in the past year. For non-postal employees and Federal annuitants, the government-paid share of health premiums will be equal to 60% of the average cost of the high option for the six largest plans. However, the government will not pay more than 75% of the cost of any individual plan. From November 15 through 30, the CSC will hold its annual "Open Season" during which employees may enroll in a plan or change plans and/or options. By November 15, employees should receive: a booklet explaining the open season; brochures for the two government-wide plans (Aetna and Blue Cross-Blue Shield) and for applicable local plans; and a listing of costs for all plans. Employees also will be able to request information on union-sponsored plans.

\$\$\$ DISCLOSURE BILL DIES

With the adjournment of the 94th Congress, a bill to require financial disclosure by GS-16 employees and above has died. The Senate had passed the bill, which also applied to presidential employees and members of Congress, but a House subcommittee took no action on the legislation. The bill would have required detailed statements of financial assets and holdings that would be available for public inspection.

FOR BLIND LANDINGS

In order to complete a program which will provide all-weather landing capability at key airports across the country, the agency last week contracted for nine Category III Instrument Landing Systems. Under the \$3.7 million contract to Wilcox Electric, Inc. of Kansas City, Mo., eight of the new systems will be installed at airports and the ninth system at the FAA Academy in Oklahoma City for training. Category III operations require that ILS guidance signals be accurate and reliable enough to permit landings without visual reference to the ground when the ceiling is zero and visibility on the runway is no less than 700 feet. Airports scheduled to receive the new equipment are New York Kennedy, Chicago O'Hare, Houston International, Kansas City International, Detroit Metropolitan Wayne County Airport, Seattle-Tacoma, Los Angeles and Portland.

TAX BREAK BROKEN

A new tax law unconditionally eliminates the \$100 a week sick leave tax exclusion for taxpayers. Previously, employees who could not work due to long illnesses could deduct up to \$100 a week (\$5,200 a year maximum) from their income when calculating their Federal tax. The same tax exclusion for disabled retirees will now depend on strict interpretation of the phrase "totally and permanently" disabled. Retirees will be eligible for the tax break to age 65 instead of 70 as previously. In addition, if adjusted gross income of the disabled retiree exceeds \$15,000, the excess must be subtracted from the \$5,200 allowable exclusion to determine the actual amount of the tax exclusion. If the retiree's income is \$20,000 or more, no sick leave tax exclusion is allowed. Elimination of the exclusion for employees and the stricter conditions for retirees are both retroactive to January 1, 1976.

October 20, 1976

- 3 -

CHANGES IN TRAVEL ALLOWANCES . . . Public Law 94-22, dated June 17, 1976, has provided some changes in travel allowances, effective October 3, 1976.

Maximum per diem has been increased to \$35.00 for travel and temporary duty within the continental United States. A standard amount of \$16.00 has been established for the meal and miscellaneous expense portion of the \$35.00 per diem rate.

Subsistence reimbursement for travel to areas designated as high cost areas by the GSA will be on an actual expense basis. The designated high cost areas and the maximum reimbursement for temporary duty (other than under unusual circumstances) within the corporate limits of each are:

Boston, Ma, including Cambridge	\$49.00
Chicago, Il	43.00
Los Angeles, Ca, including those jurisdictions lying within the outer boundaries of Los Angeles and the Pacific Coast	40.00
Newark, NJ	42.00
New York, NY	50.00
Philadelphia, Pa	46.00
San Francisco, Ca, including Oakland	41.00
Washington, DC, including the cities of Alexandria, Fairfax, and Loudon in Virginia, and Montgomery and Prince Georges in Maryland	50.00

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

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

Mileage rates for use of private conveyances are (1) 11¢ for motorcycle, (2) 15.5¢ for automobile, and (3) 24¢ for aircraft. These changes affect paragraph 820 to DOT 1500.6 as follows:

Item 7	15.5¢
Item 9	15.5¢
Item 10	15.5¢
Item 13	24¢

PCS mileage rates of 8, 10, 12, and 15 cents are unchanged.

(Continued on next page)

CHANGES IN TRAVEL ALLOWANCES (Continued from page 3)

Effective November 1, 1976, the per diem rates at the Academy will be:

- a. Short-term students (those enrolled in courses of 10 class days or less) - Lodging plus \$16.00, not to exceed \$35.00 a day.
- b. Long-term students (those enrolled in courses for longer than 10 class days) - A flat per diem rate of \$23.00

PNEUMATIC TUBE INTERRUPTION . . . On or about October 26, 1976, Diebold Inc., a Federal Aviation Administration contractor, will start working on the Aeronautical Center pneumatic tube system. This work is necessary to repair and upgrade the system.

During the work, the tube carrier service will be discontinued between all buildings and stations except for the large oval carriers that serve Room 123 and the third floor of the Records Building.

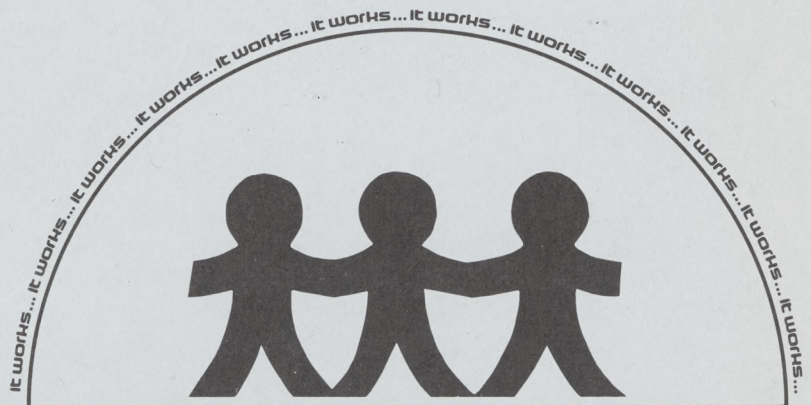
The interruption of service is expected to last for one month and the stations will be tagged as inoperative during this time. Other methods of conveying information will have to be used while the system is not working.

ENERGY AWARENESS AND CONSERVATION MONTH . . . November has been designated as Energy Awareness and Conservation Month for the State of Oklahoma. A concerted effort will be made to encourage and promote more efficient use of energy sources including specific cost benefits resulting from reduced usage of energy. The next few issues of INTERCOM will carry items on this theme.

PAY RAISE . . . Wage Grade employees have been awarded a pay raise effective October 17, 1976. This will be reflected in the pay check received November 16. A separate check will be issued to cover the retroactive period, October 17 through October 24, since the effective date of the raise occurred in the middle of a pay period.

COMBINED FEDERAL CAMPAIGN . . . Status of participation as of
October 15, 1976:

<u>Organization</u>	<u>% of Participation</u>	<u>Organization</u>	<u>% of Participation</u>
AAC-1 thru AAC-9	100%	Eng. & Mfg.	96%
AAC-10	100%	Railroad Adm.	0
AAC-20	100%	Southwest Region	81%
AAC-30	100%	Federal Highway Adm.	100%
AAC-40	100%	Coast Guard	84%
AAC-50	66%	FINFO	79%
AAC-60	100%	TSI	100%
AAC-70	100%		
AAC-80	100%	Total, Other DOT	84%
AAC-90	88%		
AAC-100	94%	Total, All Dot	84%
AAC-200	90%		
AAC-300	91%		
AAC-400	88%		
AAC-500	95%		
AAC-900	61%		
AAC-1000	100%		
Total, Aero Center	85%		



THANKS TO YOU...

October 20, 1976

- 6 -

TSI VISIT BY NTSB VICE CHAIRMAN . . . Miss Kay Bailey, Vice Chairman of the National Transportation Safety Board, visited the Transportation Safety Institute on October 18 and 19. As a part of a familiarization tour of transportation facilities across the nation, Vice Chairman Bailey was interested in observing the training conducted by the Institute for the modal Administrations.

Miss Bailey visited classes currently in session in Motor Carrier Safety Regulations, Civil Aviation Security Training, Advanced Track Standards, and Aircraft Accident Investigations/Prevention (Industry). CAMI Chief, Dr. J. Robert Dille, briefed the Vice Chairman on human factors during a tour of the Civil Aeromedical Institute.



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

- Gaslight Dinner Theater - "God's Favorite" - \$8.85 ea.
- Six Flags Over Texas - \$6.50 ea.
- Oklahoma City Dolls Football tickets will be available for the October 30 game.
- Oklahoma City Blazers vs. Salt Lake City (hockey) on October 23. General admission and Lower reserve available.
- FAA business cards - 250 for \$6.50, 1000 for \$9.00, or order of 1000 in 2 colors \$9.50.
- Duplicating machine 10¢ per copy.

You may get information on the Employees Association sponsored trips to Hot Springs and ski trip to Colorado at the Employees Association Office.

+ + HOW ABOUT A MINI VACATION? + +

Visit Six Flags on Saturday and watch the Dallas Cowboys play the New York Giants on Sunday. Deadline for signing up for the Mini Vacation is October 26. Contact your Employees Association for more information.



October 20, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: October 27, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>		
76-338	Clerk-Typist, GS-322-4	Aero. Center	322
	<u>PLANT ENGINEERING DIVISION</u>		
76-245	CANCELLED/Utility Systems Operator Helper, WG-5406-5	AAC-55	
	Position cancelled due to ceiling reduction.		
76-339	Utility Systems Operator, WG-5406-10 Temporary promotion NTE 1 year.	AAC-50	JE-5406
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
76-340	Clerk-Stenographer, GS-312-5	AAC-115	300-2
76-341	Psychology Technician, GS-181-5	AAC-118	181
	Position has promotion potential to GS-7.		
	<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>		
76-342	Aircraft Registration Program Officer, GS-301-12	AAC-200	301-7
	<u>FAA DEPOT</u>		
76-235	CANCELLED/Electronics Technician, GS-856-11	AAC-444	
	Position used for placement of 3R returnee.		
76-343	Production Controller, GS-1152-6	AAC-440	1152
	Must have 1 year of specialized experience at GS-5 level. Position has promotion potential to GS-7 without further competition.		
76-344	Supply Clerk, GS-2005-5	AAC-430	2005
	Applicants must be able to obtain U.S. Government driver's license to operate forklifts.		
76-345	Electronics Technician, GS-856-9	AAC-440	856
	Applicants must have 1 year of radar or microwave experience.		

PROMOTION PLAN ANNOUNCEMENTS (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA DEPOT</u>		
76-346	Electronics Technician, GS-856-11	AAC-444	856
	Applicants must have 1 year of Nav aids experience.		
76-347	Supply Clerk (Data Transcriber), GS-2005-4	AAC-480	2005
	Applicants must possess proficiency in typing or data transcribing. This announcement will be used to fill like positions in the FAA Depot for a 90-day period.		

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Charles T. DuPuis	ATC Specialist (Terminal-Instruction)	AAC-930	76-12
Roy W. Gimple, Jr.	Aircraft Mechanic	AAC-830	76-165
Jim L. McCloskey	Supervisory Production Controller	AAC-850	76-172
Elvena M. West	Clerk-Typist	AAC-940	76-196
Robert L. Mitchell	Supervisory Electronics Technician	AAC-952	76-217
Michael R. Robinson	Warehouseman	AAC-430	76-223
Wanda J. Jackson	Supply Clerk (Data Transcribing)	AAC-430	76-229
Austin J. Brummett	Electronics Technician	AAC-444	76-233
Larry F. Marshall	Carpenter	AAC-55	76-243
Charles E. Davis	Utility Systems Operator	AAC-55	76-244
Herbert L. Roembke	" " "	"	"
Herman W. Hill	" " "	"	76-245
Paul A. Casey	Packer	AAC-430	76-246
Richard L. Davis	Equipment Specialist (Electronic)	AAC-482	76-247
Alease D. Alston	Data Transcriber	AAC-340	76-262
Ollis B. Harrison	Training Specialist (Electronics)	AAC-943	76-210
William H. McNeely	Preservation Packager Leader	AAC-430	76-263
Robert L. Crist	Education Specialist	AAC-933	76-266
James Nebgen	Electronics Technician	AAC-952	76-267
Francis N. Hensley	Clerk-Typist	AAC-940	76-268
Gerald Armstrong	Engineering Draftsman	AAC-50	76-270
Robert A. Theimer	Utility Systems Operator	AAC-50	76-278
Connie Robertson	Secretary (Stenography)	AAC-250	76-280
Delbert Kidman	Aircraft and Avionics Maintenance Officer	LAX FIFO	FINFO-76-44
Robert J. Rebuschatis	Supervisory Airspace System Insp. Pilot	LAX FIFO	FINFO-76-48
Byron L. Linden	Manager, FIFO	LAX FIFO	FINFO-76-49
Arnold A. Breiling	Airspace Sys. Insp. Pilot	ACY FIFO	FINFO-76-54
James E. Burger	" " " "	"	"
Arthur P. Pareene	" " " "	"	"
William P. Spollen	" " " "	"	"
William E. Thack	Supervisory Navigational Systems Specialist	AFS-552	FINFO-76-56



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-43 October 27, 1976

BETTER SIGHT FOR RADAR

The agency has awarded two contracts totalling more than \$9 million for airport radar equipment that will improve radar surveillance of aircraft in airport terminal areas. Texas Instruments, Inc., of Dallas was awarded a \$5.8 million contract for 40 new generation antennas for the newest airport surveillance radar, ASR-8. The antennas will replace older versions at the nation's 10 busiest airports and at other key locations. Bendix Field Engineering Corp. of Columbia, Md., received a \$3.5 million contract for 38 improvement kits that will increase the ability of airport radars to "see" small general aviation aircraft. These kits will be used to update ASR-4, 5, 6 and 7 radars. Deliveries of both orders are scheduled to be completed in the spring of 1979.

HATCH ACT--NO BAR TO BALLOTS

The Hatch Act restricts certain partisan political activity, but does not in any way prohibit Federal employees from voting. Employees are encouraged to cast their ballots on November 2 for the candidates of their choice. Any questions concerning the provisions of the Hatch Act should be referred to the Labor Relations Branch, Ext. 2638.

FOUR FAAERS ARE HONORED IN ANNUAL DOT AWARDS

For saving a woman's life, controller Thomas Ferrando of the New York enroute center will be honored with the Secretary's Award for Valor at the Ninth Annual Departmental Awards Ceremony in Washington on October 27. Ferrando pulled the woman from a blazing automobile and smothered her burning clothes with his jacket on Dec. 6, 1975. With FAA since 1967, Ferrando is a certified emergency medical technician and an active member of his local volunteer fire department. Receiving the Silver Medal-Secretary's Award for Meritorious Achievement are FAA employees: Lynn L. Hink, Deputy Director, Western Region; Charles R. Foster, Director, Office of Environmental Quality; and Victor J. Onachilla, Employee Development Specialist, Office of Personnel and Training. Hink, a veteran of 34 years Federal Service, is being honored for his leadership in introducing automated ATC systems in the Western Region and for his overall leadership as Deputy Director. Foster, who joined FAA in 1974, is cited for planning and implementing environmental programs related to the trial service of the Concorde SST to the U.S. Onachilla, Manager of the FAA Executive School in Charlottesville, Va., and veteran of 40 years in educational work and 34 years Federal service, is recognized (See AWARDS, page 2)

WATCH THOSE INSTRUMENTS

Airline procedures for instrument landing approaches should require continuous monitoring of cockpit instruments until actual touchdown, the National Transportation Safety Board has recommended. NTSB drew its conclusion after studying 17 airline approach and landing accidents which occurred from 1970 to 1975. In 15 of the 17 accidents both the pilot and copilot were "relying upon or seeking visual cues" after calling the airport in sight, and neither was watching cockpit instruments, NTSB said. In addition to several recommendations on flight crew procedure, the Board said that air traffic control speed restrictions should not be imposed within ten miles of touchdown.

TECH ADVISORY GROUP MEETS

The FAA Technical Advisory Committee will meet in the greater Boston area on November 29 and 30 to discuss the agency's engineering, research and development programs. The 15-member committee was formed this year to provide continuing independent expert advice to the agency. On the 29th, the group will meet at Lincoln Laboratories in Bedford, Mass., and on the 30th, at the Transportation Systems Center in Cambridge, Mass. This will be the committee's second meeting; it is expected to meet twice a year. Sessions are open to the public.

DARKNESS COMING EARLIER

Daylight Savings Time ends across the country at 2 a.m. on October 31. Remember to set clocks back one hour at that time. Employees working at the time of the changeover will receive night differential and overtime pay. Those not working will not be affected.

FAA MAKES FRIENDS AT OSHKOSH

"Without a doubt, the most congenial and helpful people in the U.S. government last August were the FAA folks..." Thanks, Mr. Bensen, it was our pleasure. The FAA folks referred to are the Flight Standards team who attended the annual Experimental Aircraft Association Fly-In at Oshkosh, Wisc., handing out FAA publications and otherwise offering information, advice and encouragement to hundreds of aviation-minded visitors. The words of praise came from gyrocopter manufacturer Igor Bensen. The FS team was headed by Ray Bauer, Jr., of the Quality Standards Branch. Also due for commendation is the multi-regional team of air traffic controllers who handled the Fly-In's 54,529 aircraft operations during the eight-day affair.

BUDDE SYSTEM AT RENO

George Budde climbed into the cockpit of his tiny racing plane, "Okie Streaker," gave the thumbs-up signal and flew to a 7th place finish in the Formula 1 finals of the Reno National Air Races last month. Normally, George jockeys a 45-ton DC-9 as a flight instructor at the FAA Academy in Oklahoma City. So far as anyone knows, he is the first FAA employee ever to compete in an air race. In any case, it was a first for George, who became interested in the sport after helping his brother Bobby, a racing veteran of ten years. Bobby earns his keep flying DC-8s as a United Airlines captain.

AWARDS (Continued from page 1)
for his "singular personal commitment" and excellence as a teacher and group leader. Forty-one other DOT employees will receive awards at the ceremony.

TURNING OFF THE LIGHTS

An estimated two million kilowatt hours of electrical energy have been saved over the past two years by eliminating unnecessary aircraft obstruction lighting on buildings and towers, the agency disclosed last week. Since mid-1974 the agency has turned off approximately 1,200 lights, saving more than 1,000 tons of coal and 330,000 gallons of oil. Lights turned off include those on buildings and towers where taller structures have been built and lighted in the immediate vicinity, those near airports that were closed, and lights where standards were changed or where minimum enroute altitudes were raised or aeronautical procedures amended.

ICAO SEEKING APPLICANTS

The following assignments are available with the International Civil Aviation Organization (ICAO).
MONTREAL - 2 years - PC-33/76 Purchasing Officer, P-2/P-3, (P-2) Gross: \$15,750 per annum and Net (free of tax): \$12,025 per annum; (P-3) Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-29 by November 9, 1976. PC-31/76 Supervisor, Air Information Unit, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. PC-32/76 Technical Officer, PEL/TRG, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by December 9, 1976. Additional information about salary, duties, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

BIGGEST ORDER

The agency made its largest single purchase of instrument landing systems recently with an \$8.6 million contract for 122 systems from Wilcox Electric, Inc. of Kansas City, Mo. Of the ILSs, 57 will be full Category I systems and the remainder partial systems. The contract will pay for installation of 48 systems; FAA will install the others. Delivery of the equipment is expected to begin in less than 18 months and be completed in 1979. Names of the airports to receive the landing aids will be announced locally. FAA now has 542 full and partial ILS units in service at 409 airports.

DATA SNAGGED BY TRISNET

Ever hear of TRISNET? It stands for Transportation Research Information Services Network, a service of DOT. TRISNET can provide all kinds of information on transportation topics related to highways, traffic safety, air transport, maritime research and railroads. The network includes several major libraries as well as a computer service for instant display of information at data terminals. For more information on how to use TRISNET, call FTS 426-0975.

MCCARTHY ALSO A MEMBER

Robert McCarthy, assistant in the office of Associate Administrator for Administration, is a member of the short-term task force on women reported in last week's INTERCOM.



BRITE LIGHTS THE SKY

An additional 93 Bright Radar Indicator-Tower Equipment (BRITE) units for use by air traffic controllers in airport tower cabs have been ordered by the agency. With the new procurement, the FAA will have more than 400 BRITES in service at airports around the country. The BRITE units use 16-inch television-type radar display tubes of such brightness, contrast and resolution that they can be easily seen under the variable lighting conditions normally found in control tower cabs. The BRITES are designed for operation with airport surveillance radars (ASRs) and have a maximum range of 60 nautical miles. BRITE can be installed at airports with their own radars or at "satellite" fields which use radar from other nearby airports.

AND THE WINNER IS....

The battle for second place rages on. Actually, the winner was never in doubt. Orange County/Santa Ana, Calif. Airport holds claim to the title as second busiest airport in the nation. Atlanta-Hartsfield International is fifth busiest. But if only air carrier operations are considered, Atlanta ranks second behind Chicago O'Hare. The "battle" was precipitated by sharp-eyed readers of a story in the September 20 INTERCOM about the opening of a new tower in Atlanta. The editors meant all along, of course, that Atlanta is the second busiest airport for air carrier operations. But to give California its due, we note that six of the ten busiest airports are located in the state: Santa Ana (2); Van Nuys (3); Long Beach (4); Los Angeles (6); San Jose Municipal (9); Torrance Municipal (10).

MORE ARTS III EQUIPMENT

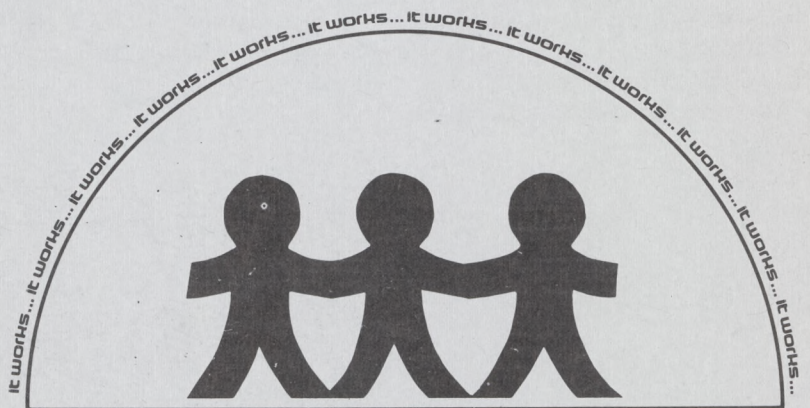
The agency has awarded a \$4.8 million contract to Texas Instruments, Inc. of Dallas for Automated Radar Terminal System (ARTS III) displays and related equipment used to control air traffic in terminal areas. Most of the equipment will go to the new New York terminal radar control room (TRACON) now under construction at Mitchel Field at Hempstead, Long Island. The rest will go to other FAA and military terminal facilities for operational use and to the FAA Aeronautical Center in Oklahoma City for training Purposes. Deliveries will begin early in 1978 and will be completed six months later.

WOMEN ON THE WAY UP

Administrator McLucas has formed a short-term task force, reporting directly to him, that will emphasize the placement of qualified women at grades GS-11 and above in available key jobs within the next six months. The Administrator said, "Through this demonstration project, I hope we can promote a number of FAA women and also attract high caliber women through the merit system to join the FAA family." The project will be limited to jobs in Washington Headquarters, but candidates will be considered agency-wide and from other agencies and referrals from professional societies and universities. The task force is chaired by Ethel Cohen, Special Assistant to the Director of Personnel and Training; other members are: Fred Meister, Associate Administrator for Policy Development and Review; Bert Goodwin, Chief Counsel; James Bispo, Deputy Director, Airway Facilities Service; Louisa Stimpert, Federal Women's Program Coordinator; and Sue Silverman, Plans and Audio Visuals Division Chief, Office of Public Affairs.

COMBINED FEDERAL CAMPAIGN . . . Status as of October 22, 1976:

<u>Organization</u>	<u>% of Participation</u>	<u>Organization</u>	<u>% of Participation</u>
AAC-1 thru AAC-9	100	Eng. & Mfg.	96
AAC-10	100	Railroad Adm	0
AAC-20	100	Southwest Region	77
AAC-30	100	Highway Adm	100
AAC-40	100	Coast Guard	96
AAC-50	89	FINFO	79
AAC-60	100	TSI	100
AAC-70	100	TOTAL, Other DOT	84
AAC-80	100		
AAC-90	88	TOTAL, FAA/DOT	86
AAC-100	94		
AAC-200	98		
AAC-300	88		
AAC-400	88		
AAC-800	95		
AAC-900	61		
AAC-1000	100		
TOTAL, FAA	86		



THANKS TO YOU...

October 27, 1976

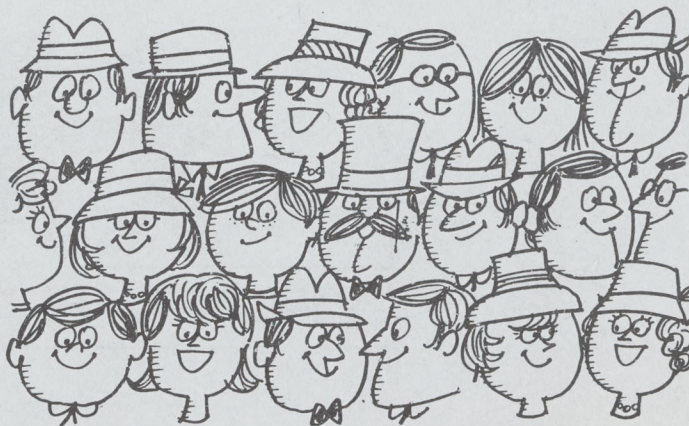
- 6 -

AWARDS . . . Three Quality Step Increase Awards based on Outstanding Performance were given three Academy personnel. Arno C. Bosley, Jr., AAC-931A2, Robert E. Wanless, AAC-942D, and John Whitten, AAC-954C, were presented their awards during the Academy Superintendent's staff meeting Tuesday, October 19.

FCR WOMEN ONLY . . . Thursday, October 28, 1976, all Aeronautical Center women are invited to participate in a "brown-baggers'" program during the lunch period. Jean Hall, R.N., from the Baptist Medical Center will conduct sessions on the procedures for breast self-examination. Come to Room 206 of the Aviation Records Building at 11:15, 12:00, or 12:45. Each session will last for approximately 30 minutes. Eating will be allowed in the conference room, and those who wish may bring their lunch. This program is being sponsored by the Federal Women's Program Committee at the Aeronautical Center.

CORRECTION . . . Last week's INTERCOM carried an item concerning the pay raise awarded Wage Grade employees. There will be no separate check issued to cover the retroactive period, October 17 through October 24, as stated last week. The regular pay check issued November 17 will include the pay raise from the effective date (October 17).

AIRPORT OPEN HOUSE . . . on Saturday and Sunday, November 6 and 7, Will Rogers World Airport will host an open house in celebration of its 10th anniversary. Many activities and displays will be featured, so mark your calendar and plan to attend.



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

- Gaslight Dinner Theater - \$8.85 ea
 - Six Flags Over Texas - \$6.50 ea
 - Oklahoma City Dolls Football - Tickets available for Oct. 30.
 - Oklahoma City Blazers vs. Dallas - Tickets available for Oct. 29.
- Duplicating machine - 10¢ per copy
FAA business cards - 250 for \$6.50, 1000 for \$9.00, 1000 in two colors \$9.50.

You may get information on the Employees Association sponsored trips to Hot Springs and ski trip to Colorado at the Employees Association Office.

There are still a few openings for the trip to Six Flags on Saturday and the Dallas Cowboys/New York Giants football game on Sunday. Contact the Employees Association for more information.

THE AMERICAN WAY

I AM AMERICA

I am two hundred twenty million free individuals and the memory of millions more. I am life, liberty, and the pursuit of happiness. I am one nation, under God, indivisible, with liberty and justice for all.

I am George Washington, Thomas Jefferson, Benjamin Franklin, Paul Revere. I am Lexington and Concord and the shot heard 'round the world. I am a suffering, starving, freezing army at Valley Forge. I am the Constitution.

In my youth I have grown from a wilderness to a giant by the toil of the land and the sweat of the brow of my men and women. I am a pioneer, a wagon master, a student, a research scientist, a rocket expert.

I am Abraham Lincoln and the Gettysburg Address, Thomas Edison and the electric light, Jonas Salk and the elimination of polio. I am Teddy Roosevelt, Dwight D. Eisenhower, and John S. Kennedy. My men have fought for "Old Glory" in many places. Whatever forces of evil have threatened, I have stood firm in the belief that right makes might. In the mournful mutter of the battlefield, my men have died for me.

I am big and strong — over two thousand miles from shore to shore. I am snow-capped mountains and waving fields of golden wheat. I am teeming cities and peaceful villages.

I am a prayer in a country church, a textbook under the arm of a six-year old, and a vote dropped in a ballot box. My principles and the principles of each of my people stand for courage in the face of fear and strength in the fact of the weakness.

I am America, the Beautiful.





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-44 November 3, 1976

AOPA HONORS TWO FOR FLIGHT ASSIST SERVICE

An FSS specialist who, in less than one hour, assisted two pilots lost in an Alaskan snowstorm, and an air traffic controller who developed a training program for helping aircraft in distress, were honored by the Aircraft Owners and Pilots Association last week in ceremonies at San Antonio, Tex.

Henry A. Bayeur, now chief of the Kotzebue FSS, has been named FSS Specialist of the year and Conrad "Gus" Overstrom of the Oakland ARTCC, the controller of the year by AOPA. Bayeur was on duty at the direction-finding position at the Kotzebue FSS when a Cessna Super Skywagon pilot made his first call for help. The pilot reported he was "in the soup," not sure of his position, not instrument rated and had only ADF equipment. After two unsuccessful approaches, the plane was guided over the city for a landing. Less than 30 minutes after the Cessna landed, a Beech TravelAir, lost and low on fuel, called in for help. Again Bayeur hand-carried the aircraft to a safe landing despite 1/6 mile visibility in blowing snow with wind gusting to 41 knots. Overstrom was singled out for preparing a controller training aid that provides personnel with both technical and theoretical (Continued on page 2)

NAATS CONTRACT SIGNED

Flight service station specialists can receive immediate temporary promotions in certain circumstances under a provision of the new two-year labor agreement between FAA and the National Association of Air Traffic Specialists to be signed November 1. The contract--the third between the agency and NAATS, and effective November 1--states that an FSS specialist who is or has been assigned to a higher grade position will immediately receive a temporary promotion as soon as it is known that the job will be vacant 30 days or more. Other highlights of the contract: All FSS specialists will be entitled to familiarization flights, rather than only 25% of the work force as previously authorized. Employees and employee representatives are permitted 8 hours of official time to prepare and present employee suspension cases; 4 hours for less severe disciplinary actions. FAA Headquarters management will give briefings on the FSS modernization program at least twice a year to a three-member union committee. Management says more specifically than previously how it will handle work force adjustments within the framework of official personnel regulations if flight service stations are closed. FSS specialists are not required to wear neckties. NAATS represents 3,701 non-supervisory flight service station specialists.

TYMCZYSZYN CITED

The FAA pilot who is credited with having virtually written the book for the testing of the first big jets has added yet another feather to his cap. Joe Tymczyszyn of the Special Projects and Advanced Planning staff in the Western Region last week was awarded the Flight Safety Foundation/Aviation Week & Space Technology Distinguished Service Award for his work in the field of wake turbulence. According to the citation, the award was presented to the veteran agency test pilot "for the professionalism of his efforts toward minimizing the hazards associated with the trailing wake vortices of large aircraft and the subsequent dissemination of the results concerning dangerous effects of wake vortices, thus improving flight safety for the entire aviation community."

HONORED FOR SERVICE

(from page 1)
information on the most efficient way to handle aircraft in distress. The aid consists of a 35-minute video tape and a 16-page handout giving an in-depth, step-by-step description of how to provide assistance to aircraft during an emergency. Overstrom spent over 15 hours in the air taking eight hours of film which was then edited into the 35 minute reenactment of a real life flight assist.

THANKS TO THE FBI

For assistance to FAA during hijack emergencies, Administrator McLucas paid tribute to the Federal Bureau of Investigation this week by presenting a plaque to FBI Director Clarence Kelley. According to the engraved citation, the plaque was "presented to the Federal Bureau of Investigation in recognition of the highest levels of professionalism

exhibited repeatedly in response to air piracy incidents in the United States." FBI cooperation was highlighted recently by the Bureau's response to the Sept. 10-12 hijacking of a Chicago-bound TWA B-727 to Paris, France.

KEEPING AIRPORTS OPEN

Why are so many privately-owned airports that are vital to the nation's long-term air transportation needs being closed? That's exactly what the agency is trying to find out. To get the answers, H. H. Aerospace Design Co., Inc., Bedford, Mass., will conduct a study under a \$149,875 FAA contract. The report by the minority firm will include recommendations aimed at reversing the airport closing trend evident in the last several years. In 1975, FAA reported that 186 privately-owned airports had closed and nearly 75 were in danger of closing in 1976. It was this situation that pointed up the need for the study.

GETTING RID OF THE NOISE

Someday soon public buildings located near airports may get a special soundproofing treatment. The agency has awarded a \$126,800 contract to Trans Systems Corp. of Vienna, Va., a minority contractor, to study the feasibility of such action. Initially, the company will determine how much noise is noisome by identifying the range of acceptable and unacceptable interior noise in public buildings throughout the nation. Then the company will investigate the impact and potential benefits of soundproofing schools, hospitals and public health institutions which are located near airports and subject to aircraft noise. The contractor will provide technical, cost and on-site data to support its findings.

TRANSPORTATION EDUCATION

A comprehensive Directory of Transportation Education has been issued jointly by FAA's Office of General Aviation and DOT Public Affairs. In addition to serving as a reference book for various agency offices, it can be helpful to FAA employees seeking college courses for professional growth and self-improvement. The listing includes degree and non-degree courses, seminars and workshops offered by colleges nationwide in all transportation topics: air, rail, highway, water, pipeline and mass transport, as well as consumer and environmental topics. Copies have been sent to offices in Headquarters and to regional offices. Additional copies are available on request from the Office of General Aviation, FAA, Washington, D.C. 20591.

USE IT . . . OR LOSE IT

Accumulated annual leave in excess of the maximum permissible carry-over amount is automatically forfeited at the end of the leave year if an employee does not use the leave. Although annual leave forfeited because of exigencies of the public business or sickness may be restored, Civil Service Commission regulations state that the leave must have been approved in writing before the beginning of the third biweekly pay period prior to the end of the year, which is November 20 this year. Furthermore, an employee must apply, with supporting documentation, for restoration of such forfeited leave, because the leave is not restored automatically.

Questions concerning restoration of annual leave should be directed to Labor Relations Branch, AAC-16, Ext. 2638.

EPA NOISE PROPOSALS

The Environmental Protection Agency proposal to modify noise levels of future aircraft will be examined at a public hearing scheduled to be held in Washington on December 14. The EPA proposal would require all subsonic and supersonic aircraft scheduled for certification after January 1, 1980, to meet noise standards 6 to 18 decibels lower than those currently specified in Part 36 of the Federal Aviation Regulations. They would be required to conform to the following noise limits: Takeoff noise between 77 EPNdB (Effective perceived noise level) for the lightest weight aircraft to 101 EPNdB for the heaviest. The measurements would be taken 3.5 nautical miles from brake release, the standard measuring point. FAR Part 36 stipulates that comparable measurements for the heaviest aircraft shouldn't exceed 108 EPNdB. On approach, the noise limit would range from 88 EPNdB for the lightest aircraft to 102 for the heaviest. The measuring point is one nautical mile from the runway threshold.

FAA WORLD IN NOVEMBER

As the year winds down, FAA World presents a Bicentennial Review -- a sampling of events: "Smooth Sailing for Tall Ships" and "'Twas a Grand Birthday for Aviation and the FAA" . . . The new Saipan International Airport is "A Creative Design" that won a beautification award . . . A "Plucky ATCS Sits Tall in the Saddle" overcoming his handicap . . . A scuba-diving FAAer gets "A Shock at Gabgab" . . . "He's Got Winning Ways," this controller who runs a contest newsletter . . . You'll also find a "Word Search," Direct Line, Federal Notebook, Faces and Places and Small World.

NEW WAGE RATE SCHEDULE . . . The new wage rate schedule effective October 17, 1976, is shown below. Salary checks issued November 17, 1976, will include the pay increase as well as the amount due for the retroactive period October 17 through October 24, 1976.

WG-WL GRADE	WG Rates					WL Rates				
	1	2	3	4	5	1	2	3	4	5
1	4.18	4.35	4.52	4.70	4.87	4.60	4.79	4.98	5.17	5.36
2	4.40	4.58	4.76	4.95	5.13	4.84	5.04	5.24	5.44	5.64
3	4.63	4.82	5.01	5.21	5.40	5.09	5.30	5.51	5.72	5.94
4	4.85	5.05	5.25	5.45	5.66	5.34	5.56	5.78	6.00	6.23
5	5.08	5.29	5.50	5.71	5.92	5.59	5.82	6.05	6.29	6.52
6	5.33	5.55	5.77	5.99	6.22	5.87	6.11	6.35	6.60	6.84
7	5.68	5.92	6.16	6.39	6.63	6.25	6.51	6.77	7.03	7.29
8	6.05	6.30	6.55	6.80	7.06	6.65	6.93	7.21	7.48	7.76
9	6.40	6.67	6.94	7.20	7.47	7.05	7.34	7.63	7.93	8.22
10	6.76	7.04	7.32	7.60	7.88	7.43	7.74	8.05	8.36	8.67
11	7.11	7.41	7.71	8.00	8.30	7.82	8.15	8.48	8.80	9.13
12	7.47	7.78	8.09	8.40	8.71	8.22	8.56	8.90	9.24	9.59
13	7.83	8.16	8.49	8.81	9.14	8.62	8.98	9.34	9.70	10.06
14	8.19	8.53	8.87	9.21	9.55	9.00	9.38	9.76	10.13	10.51
15	8.54	8.90	9.26	9.61	9.97	9.40	9.79	10.18	10.57	10.96

	WS-WD-WN Rates					WD-WN Pay Level
	1	2	3	4	5	
WS-1	6.20	6.46	6.72	6.98	7.24	
WS-2	6.42	6.69	6.96	7.23	7.49	
WS-3	6.65	6.93	7.21	7.48	7.76	1
WS-4	6.87	7.16	7.45	7.73	8.02	2
WS-5	7.10	7.40	7.70	7.99	8.29	3
WS-6	7.35	7.66	7.97	8.27	8.58	4
WS-7	7.71	8.03	8.35	8.67	8.99	5 1
WS-8	8.07	8.41	8.75	9.08	9.42	6 2
WS-9	8.43	8.78	9.13	9.48	9.83	7 3
WS-10	8.78	9.15	9.52	9.88	10.25	8 4
WS-11	9.00	9.38	9.76	10.13	10.51	9 5
WS-12	9.30	9.69	10.08	10.47	10.85	10 6
WS-13	9.66	10.06	10.46	10.86	11.27	11 7
WS-14	10.09	10.51	10.93	11.35	11.77	8
WS-15	10.59	11.03	11.47	11.91	12.35	9
WS-16	11.16	11.62	12.08	12.55	13.01	
WS-17	11.79	12.28	12.77	13.26	13.75	
WS-18	12.49	13.01	13.53	14.05	14.57	
WS-19	13.26	13.81	14.36	14.91	15.47	

November 3, 1976

T & A CARDS = WAGE GRADE . . . Due to the necessity of payroll manually computing the recent pay raise for the one week of October 17-23, it will be necessary for the current time and attendance cards (PP #23) to be delivered to Payroll Branch (Room 121, MPB) Friday, November 5, no later than 4:00 o'clock. The cards for Wage Grade employees working the 2nd shift on Friday or a shift on Saturday, November 6, should be turned in as as soon as possible Monday morning, November 8.

MICROWAVE OVEN DAMAGES . . . This year five microwave ovens have been destroyed at the Aeronautical Center due to individuals not following the written instructions on operating the ovens. DO NOT place any metal objects or covered containers in the ovens. Please read and follow the instructions before operating the ovens.

EQUIPMENT DISPLAY . . . Olivetti Corporation will have a continuous showing and demonstration of their varied products line in Room 206C, ARB, on Monday, November 8, from 9:00 a.m. until 4:00 p.m. The Lexikon 90 series of electric typewriters, Logos series of calculators, word processing systems, intelligence display terminals and other advanced equipments will be available for reviewing. All interested personnel are invited to attend.

GOOD-BYE AND BEST WISHES . . . Don Brooksher, Chief of the Academy's Instructor Resources Staff, will leave the agency November 6 for an assignment with the International Civil Aviation Organization (ICAO). Don reports to Dacca, Bangladesh, on November 16 as the ICAO Project Manager/Training Adviser. His responsibilities will involve advising the Bangladesh government on establishing the country's Aviation Training Center in Dacca and directing other ICAO activities there. Don has operated the Academy's instructor training program since December 1972. Prior to that, he was Chief of the Academy's Methods and Standards Staff.

OPEN HOUSE AT WILL ROGERS TERMINAL . . . In celebration of the 10th Anniversary of the Will Rogers World Airport terminal, there will be a two-day open house Saturday and Sunday, November 6 and 7. On display will be general aviation aircraft, some airline aircraft, sport planes, and so on. Inside the terminal a great number of displays will be on exhibit including two from the FAA Aeronautical Center. All employees are invited to visit the Will Rogers terminal open house on Saturday or Sunday, between 10:30 a.m. and 5:30 p.m. Come see your airport.

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

- Gaslight Dinner Theater - "The Lady Who Cried Fox" - \$8.85 ea.
- Six Flags Over Texas - \$6.50 ea. Open until November 30.
- Oklahoma City Dolls Football - November 6.
- Oklahoma City Blazers tickets
- Duplicating machine - 10¢ per copy

You may get information on the Employees Association sponsored trips to Hot Springs and ski trip to Colorado at the Employees Association Office.

There will be an awards presentation of the Flight Winners and the club champion of the Golf Club in the auditorium, Headquarters Building, at 11:30 a.m. November 5, 1976. Anyone who has won anything in the Golf Club this year is also asked to attend for a group picture.

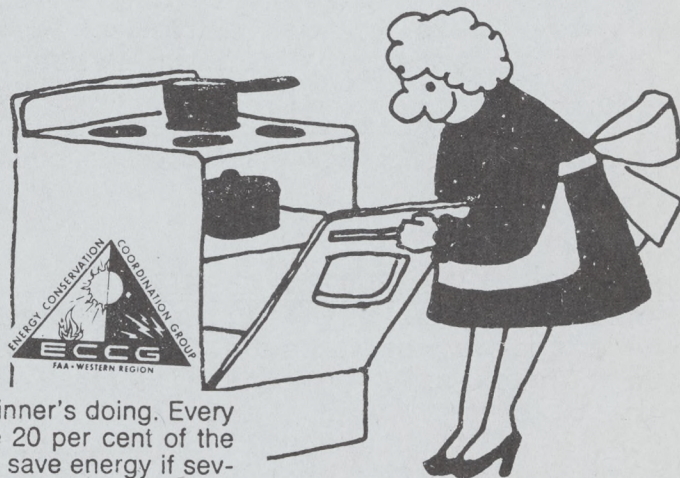
It's time to sign up for men's basketball. The FAA team will be playing on Thursday nights in the Oklahoma Men's Closed Commercial League. Practice starts soon, so anyone interested in playing should call either Ed James, Ext. 4619, or Roger Smith, Ext. 4846.

save energy clue

Don't peek

Don't peek in the oven to see how dinner's doing. Every time you open the oven door you lose 20 per cent of the heat. An oven is a good way to cook to save energy if several dishes are prepared in it at once.

For extra economy, use unoccupied oven space to cook food for another meal—then refrigerate or freeze the food for later use.



November 3, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>		
76-352	Supervisory Operating Accountant, GS-510-11	AAC-21	510
	<u>PLANT ENGINEERING DIVISION</u>		
76-301	CANCELLED/Maintenance Mechanic Helper, WG-4749-5	AAC-50	
	Position cancelled due to ceiling reduction.		
	<u>AUDIT DIVISION</u>		
76-353	Auditor, GS-510-12	AAC-80	510
	<u>AIRMAN AND AIRCRAFT REGISTRY DIVISION</u>		
76-351	*Chief, Airman and Aircraft Registry, GS-301-13/14	AAC-200	301-7
76-354	*Secretary (Stenography), GS-318-6	AAC-200	318
	*Subject to approval of reorganization.		
	<u>FAA DEPOT</u>		
76-324	AMENDMENT/Supply Cataloger, GS-2050-7	AAC-490	2050
	This announcement is amended to include the special requirements which were omitted in the original announcement. Applicants who have submitted a bid need not reapply, but amendments to their bid will be accepted. <u>Special Requirements:</u> Work experience must have involved the compilation and maintenance of a set of publications, orders, cross-references, or equivalent products for which responsibility included editing of content, formatting, and insurance of compliance with publication requirements.		
76-355	Materials and Equipment Inspector, WG-6965-8	AAC-430	JE-6965

November 3, 1976

PROMOTION PLAN ANNOUNCEMENTS (Continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
<u>AIRCRAFT SERVICES BASE</u>			
76-356	Supervisory Aviation Standards Specialist, GS-301-13	AAC-825	301-7
76-357	Production Controller, GS-1152-7	AAC-850	1152
76-358	Supervisory Airplane Pilot, GS-2181-14	AAC-825	2181
<u>FAA ACADEMY</u>			
76-359	Clerk, GS-301-5 Position requires 2 years experience in the scheduling field.	AAC-930	300-B
76-328	**Supervisory Air Traffic Control Specialist (Instruction), GS-2152-14	AAC-930	2152
76-333	**Air Traffic Control Specialist (Center-Instruction), GS-2152-13 A minimum of 1 year FAA experience is required within the last 6 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.	AAC-931	2152
76-334	**Aerospace Engineer (Instruction), GS-861-12/13 A minimum of 1 year FAA experience is required within the last 6 years as a supervisor, inspector, engineer or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or field). Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.	AAC-952	800
76-336	**Air Traffic Control Specialist (Terminal-Instruction), GS-2152-13 A minimum of 1 year of FAA experience is required within the last 6 years as an Air Traffic Specialist at an Air Traffic Field Facility, regional Air Traffic Division, the Washington Office of Air Traffic Service or in an AT position with the FAA Systems Research and Development Service.	AAC-931	2152
**Employees selected for these positions must sign an agreement to rotate out of the Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.			

PROMOTION PLAN ANNOUNCEMENTS FOR FINFO EMPLOYEES ONLY

Closing Date: November 17, 1976

FINFO-76-65	Supply Technician, GS-2005-6 Area of Consideration: -MSP FIFO	MSP FIFO	2005
FINFO-76-66	Secretary (Stenography), GS-318-5 Area of Consideration: FINFO Headquarters and OKC FIFO	AFS-550	318



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-45 November 10, 1976

LOST PILOT GUIDED HOME

Elmira tower controllers were giving headings to the pilot of a single engine plane trying to land at the Schuyler, N.Y., airport, but the pilot was unable to hold his course due to faulty navigation equipment. He finally found the airport, but couldn't land because of IFR weather. Then he was directed to Elmira airport, but veered sharply off course and was told to pull up. On his second try, he drifted off course again, and the controllers were about to tell him to go around when he spotted the approach lights and made a safe landing. During October, 234 flight assists were reported--93 by flight service stations, 73 by towers and 68 by en route centers. A total of 391 people were reported on board the aircraft involved.

THE LABOR PICTURE

Unions represented 36,515 FAA employees as of September 30, according to the Office of Labor Relations. The recent recognition of a national bargaining unit for Airway Facilities employees pushed the total up by nearly 5,000. In the various program areas, all labor unions represent: 21,751 in Air Traffic; 9,599 in Airway Facilities; 1,274 in Flight Standards, 518 in Metropolitan Washington Airports; 2,373 for others. Labor agreements number 43, while union recognitions number 82.

ARTCCs USING SIMULATORS FOR RADAR TRAINING

Seven Air Route Traffic Control Centers are now using radar simulation to train air traffic controllers. The simulators, which show radar targets and data blocks exactly like the real thing, are simply spare radar displays, already located in the centers, that are electronically tied to each center's IBM computer complex. FAA computer experts in the field and at NAFEC took advantage of the computer's big "brain" and designed a program that allows the computer to handle the simulation while simultaneously devoting most of its attention to the center's actual air traffic. Developmental controllers work on increasingly difficult traffic problems over a four to six week period of simulator training. During each session, a few trainees work at the radar scopes while others act as "pilots" through an intercom. Then they trade places. All 20 domestic centers are expected to be using this "dynamic simulation" method by next spring.



REMEMBER THE FIRST MEN TO FLY?

To continue our series of seldom remembered anniversaries, this week we will consider the exploits of Pilatre de Rozier and the Marquis d'Arlandes. These are the first two men--the very first--to fly in an aircraft. At 1:45 p.m. on November 21, 1783, the aeronauts rose to a height of 3,000 feet in a paper and linen Montgolfiere hot-air balloon. They flew over Paris and landed more than five miles from the takeoff point. Sustained flight was possible because a flaming brazier was suspended beneath the hot-air envelope. The two men were volunteers for the flight in every sense of the



word. Originally, the King of France had intended to send two criminals on the balloon's maiden, manned flight. But, our intrepid airmen--the first of a distinguished breed--objected vehemently. Being the first to fly was too great an honor for a common--or even a not-so-common criminal, they contended. Instead, they insisted their names be emblazoned in the history books of flight. Incidentally, a model of this first balloon to carry men aloft is on display at the National Air and Space Museum, across Independence Avenue from FAA Headquarters in Washington.

NOISE TO BE HEARD

Following the President's recent announcement that all subsonic turbojet aircraft--both new and old--must meet the noise standards of FAR Part 36, Secretary Coleman has called a public meeting to examine ways to finance aircraft noise reduction equipment. Among those invited to express their views at the December 1, 1976 hearings in Washington are public officials and representatives of consumer associations, as well as air carriers, aerospace manufacturers and other affected groups. Issues to be discussed include: the need for special financing provisions to enable aircraft operators to meet the eight-year timetable; the extent to which the Federal government should be involved in the financing program; noise reduction achievable from engine retrofit as opposed to aircraft replacement; and the nature and extent of additional benefits that would be realized through a replacement program, including increased employment; energy conservation because of greater fuel efficiency, aircraft technological advancement and improved opportunities for U.S. manufacturers in world markets.

NO LITTERING

A directive reminding FAAers of their obligation to take the lead in the prevention and control of pollution has been issued by the Office of Environmental Quality. Essentially, the directive orders FAA facilities to keep their own houses in order and abide by environmental pollution control requirements for the quality of air, water, and land resources at or from FAA facilities.

REPORTS, REPORTS

A list of 63 scientific and technical reports available to the public has been released by the agency. The list covers the period from July through September 1976 and updates an earlier one released on August 12. The reports cover aircraft safety, airports, air traffic control, aviation medicine, communications, frequency management, navigation, microwave landing system, and miscellaneous subjects. Copies of the list are available from INTERCOM, APA-330, FAA, 800 Independence Ave., SW, Washington, D.C. 20591.

November 10, 1976

HUNTING WIND SHEAR

The agency and the National Weather Service will conduct a six-month test of low-level (under 2,000 feet) wind shear forecasting techniques at seven East Coast airports beginning this week. The airports are Newark, LaGuardia, JFK, Philadelphia International, NAFEC, Washington National and Dulles International. During the test, Weather Service meteorologists will forecast low-level wind shear associated with frontal zones. The forecasts will be passed on to pilots either directly by radio or via the Automatic Terminal Information Service (ATIS). The accuracy of the forecasts will in turn be verified by pilot reports and data collected by FAA from an instrumented aircraft that will be flown into the areas where wind shear is forecast. Besides these tests, the agency is studying airborne and ground-based equipment which may be used to detect wind shear and alert pilots to its hazard potential.

\$\$\$ FOR AIRPORTS

The agency approved a record \$419.6 million in Airport Development Aid Program (ADAP) grants during Fiscal Year 1976 and the transition quarter ending September 30. A total of 525 grants to 487 airports were made. The grants included \$355.2 million for 335 projects at air carrier airports, 34 of which were also commuter airports. Another \$61.1 million went for 190 projects at general aviation airports, including 29 projects at reliever airports. The 525 grants were processed in only 29 working days since funding authority for the program was not received until August 19. Grants also were approved during the transition quarter for 47 projects

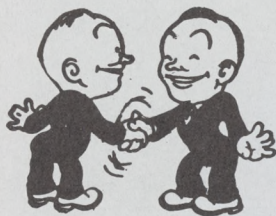
totaling \$3.34 million under the Planning Grant Program.

SICK LEAVE SURVEY

FAA has been selected along with 21 other Federal agencies to participate in a sick leave survey conducted by the Civil Service Commission (CSC). The purpose of the survey is to determine the effectiveness of the sick leave program. It will cover approximately 1.7 million Federal employees whose duty stations are located in the 50 states and District of Columbia. Data will be collected on a statistical sampling basis and used for analysis by the CSC only. Adequate precautions have been established to protect the confidentiality of the employees' records that are selected. Identification of the employees who will be included in the survey will be kept strictly confidential.

CONTACTS O.K.

A new rule that gives contact lenses equal status with eyeglasses in meeting the distance visual acuity requirements for all classes of airman medical certificates has been adopted by the agency. The change is effective December 12. Current FAA rules governing medical certification allow for visual correction by eyeglasses only. Before the rule change, contact lenses were authorized to correct distant visual acuity under a "waiver" process that required applicants to submit detailed documentation from an eye specialist for approval by FAA. The new rule, which applies to distance vision only, eliminates this time-consuming "waiver" procedure.



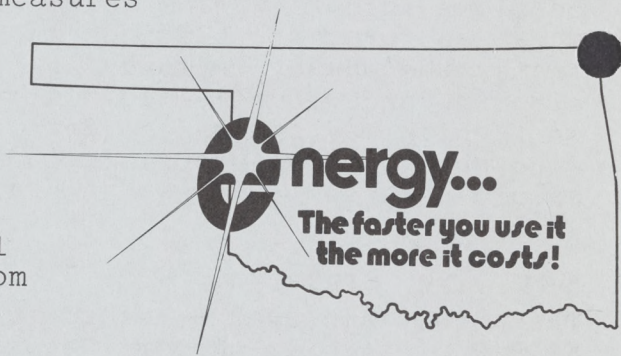
EMPLOYEE AWARDS . . . Andrew J. Tidwell, AAC-912, and Paul R. Auchenbach, AAC-950, were presented Special Achievement Awards on November 2, 1976, during the Academy Superintendent's staff meeting.

ENERGY AWARENESS MONTH . . . Oklahoma Governor David Boren has proclaimed the period November 15 through December 15, 1976, be designated as statewide "Energy Awareness and Conservation Month." A concentrated campaign is being launched to inform Oklahoma citizens on the following:

- Present energy situation
- Need for Oklahoma as a producing state to support wiser use of energy
- Impact of energy on Oklahoma's economy
- Impact of energy on Oklahoma's individual citizen lifestyle
- Available energy conservation measures

Hopefully, this campaign will unite Oklahomans to effectively deal with future energy problems.

For several years, the Aeronautical Center has had a continuing effort to reduce energy consumption. Final FY=76 cost data shows reductions from FY=73 of 16.7% for electricity and 26.2% for gas.



As individual consumers, we can take steps to reduce our own energy consumption as part of a greater effort to end the careless waste of our depleting resources.

TEST YOURSELF -- HOW WELL ARE YOU SAVING ENERGY (AND MONEY)?

Your House: Is your house properly insulated?
Do you have storm windows?
Have you checked your furnace filters to see if clean?

Your Electrical Appliances:
Do you turn off lights in seldom used rooms?
Do you turn off most lights when you are not at home?

COMBINED FEDERAL CAMPAIGN . . . The following is the final report of this year's Combined Federal Campaign:

<u>Organization</u>	<u>% of Participation</u>	<u>% of Goal</u>
AAC-1 thru AAC-9	100	277
AAC-10	100	168
AAC-20	100	140
AAC-30	100	213
AAC-40	100	107
AAC-50	89	96
AAC-60	100	196
AAC-70	100	168
AAC-80	100	98
AAC-90	88	111
TOTAL, ODAC	98	143
AAC-100	94	100
AAC-200	98	107
AAC-300	88	114
AAC-400	94	100
AAC-800	97	85
AAC-900	84	71
AAC-1000	100	140
TOTAL, OTHER AC	92	89
TOTAL, AERO CENTER	93	98
Eng. & Mfg.	96	89
Federal Railroad Adm	0	0
FAA SW Region	75	98
Federal Highway Adm	100	200
U.S. Coast Guard	96	55
FINFO & OKC FIFO	92	78
TSI	100	70
TOTAL, OTHER DOT	87	87
TOTAL, DOT IN OKC	92	96



November 10, 1976

- 6 -

EMPLOYEE ASSOCIATION NOTES . . . The following tickets and services are available at the EA Office:

- Gaslight Dinner Theater - "The Lady Who Cried Fox"
- Six Flags Over Texas - \$6.50 ea. Six Flags will close for the winter November 28, 1976.
- Peanuts: 5 lbs. cocktail \$4.76, 5 lbs. \$4.50, and 3 lbs. \$2.75
- Duplicating machine - 10¢ per copy

You may get information on the Employee Association-sponsored tours to Hot Springs and the ski trip to Colorado at the Employees Association Office.

Plan now to attend the Christmas Dance at the Myriad, December 4 at 9:00 p.m. until 1:00 a.m. Tickets are available from your EA representative or at the EA office. Price is \$4.50 ea.

DATES TO REMEMBER

November 18	Candy Sale - Room 135A 10:00 a.m. to 2:00 p.m. Drawing for turkeys - Hq.Cafeteria 2:00 p.m.
November 19	Candy Sale - Room 135A 10:00 a.m. to 4:00 p.m.
November 23	Winners of drawing pick up prizes 1:00 p.m.
December 2	Candy Sale - Room 135A 10:00 a.m. to 2:00 p.m.
December 3	Candy Sale - Room 135A 10:00 a.m. to 2:00 p.m.
December 6	Election ballots distributed for election of officers
December 10	Deadline for election ballots be returned to EA Office
December 15	Christmas Drawing - Hq.Cafeteria 2:00 p.m.
December 21	Winners of drawing pick up prizes 1:00 p.m.
December 27-30	Book Store closed for inventory.

November 10, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>			
76-337	Accounting Officer, GS-510-13/14	AAC-20	510
	Applicant selected at the GS-13 level will be eligible for promotion to GS-14 without further competition.		
76-361	Accounting Clerk, GS-501-5	AAC-21	500
<u>FAA DEPOT</u>			
76-362	Teletypewriter Repairer, WG-2509-10	AAC-440	JE-2509
<u>AIRCRAFT SERVICES BASE</u>			
76-363	Aircraft Records and Scheduling Specialist, GS-301-5	AAC-850	301-7
	Incumbent may be promoted to GS-7 level without further competition.		
76-364	Aviation Standards Specialist, GS-301-12	AAC-825	301-7
<u>FAA ACADEMY</u>			
76-275	Aviation Safety Inspector (Operations-Instruction), GS-1825-12/13	AAC-953	1825

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

A minimum of 1 year of FAA experience within the last 6 years as a supervisor, inspector, engineer, or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or field) is required; and in the Flight Instructor Refresher Unit, experience at an ATC facility is also acceptable. Applicants selected at the GS-12 grade level will be eligible for promotion to GS-13 without further competition.

November 10, 1976

- 8 -

PROMOTION PLAN ANNOUNCEMENTS (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
76=348	<u>FAA ACADEMY</u> *Electronics Engineer (Instruction), GS-855-13	AAC-942	800
A minimum of 1 year of FAA experience is required within the last 6 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=349	*Electronics Technician (Instruction), GS-856-9/11	AAC-954	856
A minimum of 1 year of FAA experience within the last 6 years is required as a supervisor, inspector, engineer, or technician at an FAA Flight Standards avionics operational or maintenance facility. Applicants selected at the GS=9 grade level will be eligible for promotion to GS-11 without further competition.			
*Employees selected for these positions must sign an agreement to rotate out of the 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=365	Supervisory Education Specialist, GS-1710-13	AAC-913	1710
Temporary promotion NTE 1 year.			

FINFO PROMOTION PLAN ANNOUNCEMENT

Closing Date: November 24, 1976

Area of Consideration: FINFO and Aeronautical Center Wide.

FINFO-76-67	Mathematician, GS-1520-12	AFS-512	1520
-------------	---------------------------	---------	------



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-46

November 17, 1976

NTSB RECOMMENDATIONS GET TOP PRIORITY

The Office of Aviation Safety, headed by Assistant Administrator Marion F. Roscoe, on December 1 will become FAA's focal point for handling responses to National Transportation Safety Board recommendations. The function is being transferred from the Flight Standards Service. A new order setting up the procedures states that all NTSB recommendations will be given prompt attention and full consideration on a priority basis. FAA's formal response must be sent to the Board not later than 90 days after receipt of a recommendation. The Office of Aviation Safety will assign the work of preparing responses, coordinate responses with other offices, send quarterly status reports to the Administrator and prepare an annual report on FAA accident investigation and NTSB recommendations.



ALTITUDE WARNING ON

The Minimum Safe Altitude Warning System at the Los Angeles tower was commissioned November 5. MSAW is an add-on program to the Automated Radar Terminal System (ARTS III) that automatically alerts the controller when an aircraft approaching or departing the airport reaches, or is predicted to reach, an unsafe altitude. An alarm is sounded and the words LOW ALT appear in the aircraft's data block on the radar scope. The controller then may warn the pilot. MSAW is now under test at Dulles Airport and is expected to be installed at all 62 ARTS III sites by mid-April 1977. Sperry Univac, builder of ARTS III, and FAA began MSAW development in late 1973. A month-long field test first took place at the Denver tower in February 1975.

SHIPS OF THE SKY

When the airship Hindenburg exploded and burned over Lakehurst, N.J. on May 6, 1937, the era of airships apparently ended. But maybe the great silver ships of the sky are not dead after all. Just recently the Southern Region received an application for a type certificate for a 50-passenger dirigible. To be sure, the 278-foot (See SHIPS, page 2)

A COUNTRY KILOMETER

The agency's efforts to foster the use of the metric system in U.S. aviation will be the subject of a consultative planning conference on November 16 in Washington. Administrator McLucas said the conference will stimulate thinking and discussion on the increased use of metrics in aviation in accordance with the national policy set forth in the Metric Conversion Act of 1975. He noted that FAA already is employing metric measurements, along with standard units, in a number of areas such as airport design and construction standards. The conference will focus mainly on those areas for which FAA has statutory responsibility including air traffic control, aircraft operations, airports, weather observation and dissemination, aeronautical charts and navigational aids.

LISTENING TO THE PEOPLE

DOT's Consumer Representation Plan has been published in the Federal Register as part of a government-wide effort to assure the public's right to participate in the decision-making process. The DOT plan describes how the Department solicits consumer opinions, uses ideas, informs consumers and involves consumers in rulemaking. Each agency in DOT has its own consumer office to carry out the plan. In FAA the consumer contact is Fred Pelzman, Chief, Community and Consumer Liaison Division, Office of Public Affairs, (202) 426-1960.

NONE OF YOUR BUSINESS

Loyalty questions on Federal job application forms should not be answered by job applicants, the Civil Service Commission announced recently. On Standard Form 171, "Personal Qualifications Statement," these questions are numbered 27 and 28 and ask about membership in the Communist Party or an organization that seeks overthrow of the U.S. government. In an earlier decision, CSC said applicants should not answer medical questions, number 29 on SF-171. Elimination of loyalty questions are based on First Amendment rights of freedom of association; elimination of medical questions is based on the Privacy Act. Loyalty and medical questions will not be printed on future editions of Federal job application forms. FAA personnel offices will include reminder sheets not to answer the questions when handing out current job application forms.

SHIPS (from page 1)

airship, brainchild of Lightspeed U.S.A., Inc., Melbourne, Fla., is only a baby whale compared to the 800 foot monsters which plied the skies in the 1930s, but maybe it's a new beginning. In addition, one other certificate application for a dirigible is pending with the agency. A father and son team are building a rigid airship in Mesa, Ariz., but this project, apparently, is not yet ready to get off the ground. So what's the difference between a blimp and a dirigible? A blimp--like the Goodyear blimp--is a gas bag which becomes rigid when inflated with gas, much like a balloon. But a dirigible is a rigid aluminum structure covered with fabric and containing bags of gas which supply the lift.

NEW BREED?

A little airline got a big certificate from FAA last week under unprecedented circumstances. Air Midwest, a Wichita, Kan., based regional airline operating only small airplanes (under 12,500 lbs.), was certificated by FAA under the same regulations that govern the major airlines--Part 121 of the Federal Aviation Regulations. The Wichita carrier was required to meet the Part 121 standards when it was granted a Certificate of Public Convenience and Necessity by the Civil Aeronautics Board. Air Midwest now is eligible for CAB subsidies for providing air service to small communities which do not ordinarily have enough passengers to make major airline service profitable. Central Region Director C. R. Melugin presented FAA's Domestic Air Carrier Certificate to Air Midwest, noting that it could be the first of many such future actions. Air Midwest is in the process of expanding service to include 10 cities.

HOLIDAY HAPPY DAZE

Since Christmas and New Year's fall on Saturday this year, employees who ordinarily work Monday through Friday can count on a three-day weekend. They'll get Friday off before both holidays. In general, employees whose job requirements will put them in their facilities on Christmas or New Year's will receive a different day off or get holiday pay for working on December 25 or January 1. For complete information on this matter, see paragraph 87 of Handbook 3550.10, Pay Administration (General). Employees covered by a labor agreement should also check their union contracts.

FSS STRAIGHT STORY

The Ninth Annual National Flight Service Station Operations/Procedures Committee (FSSCOM) Workshop met in Leesburg, Virginia from November 1 through November 21. The FSSCOM program provides a flow of information directly from flight service specialists to both regional headquarters and to Washington Headquarters without altering present practices of formal coordination. This year's workshop was chaired by Paul R. Cochran of the Denver, Colo., FSS. The National Coordinator was Albert Lundeen of the Air Traffic Service FSS Operations and Procedures Branch. All regions were represented and the Committee produced over 280 recommendations during the first week. William S. Davis of the Needles, Calif., FSS was elected National Chairman for 1977 and Barry Siford, AAT-363, will serve as National Coordinator.

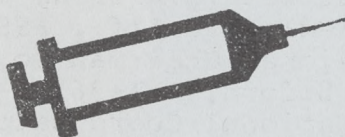
GS-14 CONTROLLERS SUPPORTED BY CSC

The Civil Service Commission last week announced its support for upgrading some air traffic controllers to GS-14 at about nine of the nation's busiest ATC facilities. In addition, CSC indicated its support for upgrading controllers of lower grades at approximately 23 other facilities. In a preliminary report to FAA, the Commission also said that proper application of the classification act does not require the downgrading of more than a few jobs at only those few facilities throughout the system where current grade levels are clearly out of line with work levels. The final CSC controller classification report is due to be issued January 15.

MISSING MAGAZINES . . . The Aeronautical Center Library's collection of the monthly periodical, Sport Aviation, is missing. The collection, which cannot be replaced, includes six bound volumes, 1964-66 and 1971-73; and unbound issues for the years 1963, 1969-1970, and 1974-June 1976. If anyone has information about these missing issues, please contact the Library, AAC-44D, Ext. 4709.



SWINE FLU SHOTS DUE YOU . . . Innoculation against the influenza dubbed "swine flu" will be available to Aeronautical Center employees on December 3. Innoculations will be given between 8:00 a.m. and 4:00 p.m. at the Center's clinic. Dr. Lyle Cartwright, Chief, Aeromedical Clinical Branch, says five injector guns will be used. To expedite the process, the following schedule will be followed:



A through E	8 to 9 a.m.
F through L	9 to 10 a.m.
M through R	10 to 11 a.m.
S through Z	11 to 12 noon

Shots will be available at another time for those unable to take theirs on this day.

ENERGY AWARENESS MONTH . . . Beginning this week, and on through December 15, 1976, we are being asked to take part in a concentrated campaign in Oklahoma to deal effectively with future energy problems.

As individual consumers, we can make an effort to conserve energy resources (which will have immediate results of monetary savings) by:

- Lower thermostats to 68° during the day and 60° at night. According to the Federal Energy Administration, if these lower settings reduce the temperature an average of 6°, heating costs should run about 15% less.
- Have your furnace serviced once a year, preferably each fall. Adjustment could mean a saving of 10% in family fuel consumption.
- Clean or replace the filter in forced-air heating systems every month.

EMPLOYEE ASSOCIATION NOTES . . . The following tickets and services are available at the EA Office:

- Gaslight Dinner Theater - "The Lady Who Cried Fox"
- Six Flags Over Texas - \$6.50 ea. Six Flags will close for the winter November 28, 1976.
- Peanuts - 5 lbs. for \$4.50
- Duplicating machine - 10¢ per copy

You may get information on the Employee Association-sponsored tours to Hot Springs and the ski trip to Colorado at the Employees Association Office.

Plan now to attend the Christmas Dance at the Myriad, December 4 at 9:00 p.m. until 1:00 a.m. Tickets are available from your EA representative or at the EA office. Price is \$4.50 eac.

- World Quarter Horse Show with Merle Haggard Concert:
November 19 at Fairgrounds Arena, 8:00 p.m. Price \$6.50.

Dates to remember:

- | | |
|----------------|--|
| November 18 | Candy Sale - Room 135A.
10:00 a.m. to 2:00 p.m. |
| | Drawing for turkeys - Hq. Cafeteria.
2:00 p.m. |
| November 19 | Candy Sale - Room 135A.
10:00 a.m. to 4:00 p.m. |
| November 23 | Winners of drawing pick up prizes, 1:00 p.m. |
| November 27 | Big 4 Basketball doubleheader, OU vs. Tulsa
and OSU vs. OCU |
| December 2 | Candy Sale - Room 135A.
10:00 a.m. to 2:00 p.m. |
| December 3 | Candy Sale - Room 135A
10:00 a.m. to 2:00 p.m. |
| December 6 | Election ballots distributed for election
of EA officers |
| December 9 | Christmas Program with Bacone College Choir |
| December 10 | Deadline for return of election ballots |
| December 15 | Christmas Drawing - Hq. Cafeteria, 2:00 p.m. |
| December 21 | Winners of drawing pick up prizes, 1:00 p.m. |
| December 27-30 | All College Basketball Tournament |
| December 27-30 | Book Store closed for inventory. |

November 17, 1976

- 6-

Closing date: November 24, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>			
76-366	Systems Accountant, GS-510-7 This position has promotion potential.	AAC-25	510
76-367	Accounting Technician, GS-525-6	AAC-22	525
76-368	Supervisory Accounting Clerk, GS-501-7	AAC-23	500
<u>FLIGHT STANDARDS TECHNICAL DIVISION</u>			
76-369	Aircraft Regulation Specialist, GS-301-11	AAC-250	301-7
<u>FAA DEPOT</u>			
76-370	Electronics Technician, GS-856-9 Applicants must have 1 year of experience on communications equipment.	AAC-440	856
76-371	Warehouseman, WG-6907-5	AAC-430	JE-6907
<u>FAA MANAGEMENT TRAINING SCHOOL</u>			
76-332	CANCELLED/Clerk, GS-301-6	AAC-500	
<u>AIRCRAFT SERVICES BASE</u>			
76-372	Equipment Specialist (Aircraft), GS-1670-7	AAC-830	1670
76-373	Painter, WG-4102-9	AAC-830	JE-4102

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Chester L. Edwards	Aviation Safety Inspector (Operations-Instruction)	AAC-950	76-10
Douglas White	ATC Specialist (Terminal- Instruction)	AAC-930	76-12
Paul H. Machia	ATC Specialist (Center-Instr.)	AAC-930	76-13
Lendell Wallace	Electronics Technician	AAC-440	76-18
Patrick E. McCurnin	Gen. Supply Spec. (Instr.)	AAC-960	76-114
Harold D. Wright	Aviation Safety Inspector (Airworthiness-Instruction)	AAC-950	76-156

SELECTION LIST (Continued)	POSITION	LOCATION	ACPP NO.
James E. Rayburn	Supervisory Production Controller	AAC-850	76-172
William E. Chord, Jr.	ATC Spec. (Terminal-Instr.)	AAC-930	76-173
Warren N. Gillespie	" " "	"	"
Morin Blacklock	Electrical Engineering Technician (Instruction)	AAC-940	76-199
Billie Mason	Clerk-Stenographer	AAC-44	76-201
Leonard Maldonado, Sr.	Supervisory Electronics Tech.	AAC-440	76-221
Howard Anderson	Electronics Technician	AAC-440	76-222
Marc E. LeWand	Supervisory Airspace System Inspection Pilot	AAC-954	76-226
James Y. Kakazu	Education Specialist	AAC-930	76-239
Jerry D. Holliday	Production Controller	AAC-850	76-249
Travis J. Eskew	" "	"	"
Joseph F. Lubinus	Program Analyst	AAC-810	76-255
Leslie C. Dunlop	Production Controller	AAC-850	76-256
Homer L. Matthews	" "	"	"
Paul Clifton	Electronics Technician	AAC-440	76-264
Betty Williams	Secretary (Stenography)	AAC-480	76-276
James H. Vaughan	Supervisory Aerospace Engr.	AAC-840	76-282
Paula D. Voyles	Cold Type Composing Machine Operator	AAC-940	76-283
Frankie Brown	Med. Records Clerk (Typing)	AAC-130	76-284
Jacquelyn Surdick	Clerk-Typist	AAC-930	76-287
Karen Foreman	Secretary (Stenography)	AAC-260	76-294
Dennis Behrens	Inventory Management Spec.	AAC-480	76-296
Glenn E. McKittrick	Property Disposal Spec.	AAC-430	76-297
Diana S. Brown	Procurement Clerk (Typing)	AAC-73	76-303
Dorothy M. Gatliff	" " "	"	"
Judy Richey	Employee Relations Clerk (Stenography)	AAC-16	76-311
James A. Diggs	Electromotive Equipment Mechanic Helper	AAC-56	76-312
Herbert R. Fisher	Electromotive Equipment Mechanic Helper	"	"
Phillip L. Stanley	Electronics Technician	AAC-440	76-315
Joann Elliott	Clerk-Stenographer	AAC-440	76-319
Robert G. Juedeman	Electronics Technician	AAC-952	76-326
Raymond H. Irvine	Airspace System Inspection Pilot	BTL-FIFO	FINFO-76-60
Donald P. Pate	Operations Research Analyst	AFS-510	FINFO-76-62



CARPOOL SAVINGS

SEE HOW MUCH MONEY YOU CAN SAVE
IN ONE YEAR BY CARPOOLING

FEDERAL HIGHWAY ADMINISTRATION

HOME TO WORK	ANNUAL ROUND TRIP COSTS AND SAVINGS	SUBCOMPACT (PINTO, DATSUN, VEGA, VW, COLT)	COMPACT (NOVA, DART, MAVERICK, PACER)	STANDARD (MATADOR, CUTLASS, LTD, CAPRICE)
10 MILES (20 MILES ROUND TRIP)	<u>COST OF DRIVING TO WORK ALONE</u>			
	GASOLINE AND OIL	\$128	\$176	\$234
	MAINTENANCE AND REPAIR	97	109	130
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	110	143	250
	TOTAL	\$646	\$749	\$948
	<u>SAVINGS PER PERSON IN A:</u>			
	2-PERSON CARPOOL	\$281	\$332	\$427
	3-PERSON CARPOOL	361	427	553
4-PERSON CARPOOL	402	474	617	
5-PERSON CARPOOL	425	502	654	
15 MILES (30 MILES ROUND TRIP)	<u>COST OF DRIVING TO WORK ALONE</u>			
	GASOLINE AND OIL	\$193	\$264	\$352
	MAINTENANCE AND REPAIR	145	164	195
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	166	215	374
	TOTAL	\$815	\$964	\$1,255
	<u>SAVINGS PER PERSON IN A:</u>			
	2-PERSON CARPOOL	\$366	\$438	\$581
	3-PERSON CARPOOL	473	569	758
4-PERSON CARPOOL	528	635	847	
5-PERSON CARPOOL	559	674	899	
20 MILES (40 MILES ROUND TRIP)	<u>COST OF DRIVING TO WORK ALONE</u>			
	GASOLINE AND OIL	\$257	\$352	\$468
	MAINTENANCE AND REPAIR	193	218	260
	PARKING	145	145	145
	INSURANCE	166	176	189
	DEPRECIATION	221	286	499
	TOTAL	\$982	\$1,177	\$1,561
	<u>SAVINGS PER PERSON IN A:</u>			
	2-PERSON CARPOOL	\$449	\$545	\$734
	3-PERSON CARPOOL	585	712	963
4-PERSON CARPOOL	654	796	1,077	
5-PERSON CARPOOL	693	845	1,145	

EXAMPLES OF SAVINGS

A PINTO DRIVER AND A LTD DRIVER, WHO ARE NEIGHBORS, DECIDE TO COMMUTE TOGETHER TO WORK. THE TRIP IS 10 MILES EACH WAY SO THE ANNUAL SAVINGS FOR THE PINTO DRIVER IS \$281 FOR THE 20 MILE ROUND TRIP. FOR THE LTD DRIVER IT IS \$427, OR A CARPOOL TOTAL OF \$708 SAVINGS BETWEEN THE TWO OF THEM.

FIVE STANDARD CAR DRIVERS IN A SMALL TOWN FORM A CARPOOL TO COMMUTE THE 20 MILES TO THE CITY TO WORK (40 MILES ROUND TRIP) WHICH GIVES EACH OF THEM AN ANNUAL SAVINGS OF \$1,145 OR A TOTAL FOR THEIR CARPOOL OF \$5,725.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-47 November 24, 1976

FILED FLIGHT PLANS

Private and business pilots are making increased use of the flight services and facilities provided by the agency when making cross country flights, according to a new study of general aviation activity conducted jointly by FAA and the Civil Air Patrol. Results of the study indicate that 54% of the pilots interviewed during the two-day survey in August 1975 filed flight plans with the FAA on intended cross-country flights. This is a 7% increase over the figure recorded in a 1972 FAA-CAP study.

TOP COURT OKs SST DECISION

In an action favorable to Secretary Coleman's decision, the U.S. Supreme Court last week refused to consider a challenge to the Secretary's decision allowing British Airways and Air France to operate Concorde SSTs into JFK and Dulles International airports for a 16-month trial period.

SWEEPING NOISE ABATEMENT POLICY IS ANNOUNCED

In order to combat what they characterized as "aviation's number one environmental problem," Transportation Secretary Coleman and FAA Administrator McLucas last week announced a new noise abatement policy which calls for action by virtually all segments of the aviation community. Although the program is expected to take eight years to complete, significant benefits will be realized in less than half that time. Essentially the five faceted package consists of: (1) retrofitting or replacing old aircraft to reduce noise at its source; (2) operating planes to keep noise pollution at a minimum; (3) requiring more stringent noise standards for new aircraft; (4) financing, through ADAP, new noise abatement equipment and land for compatible use at airports; and (5) reviewing noise abatement plans developed by airports. Perhaps the most time consuming part of the total program will be retrofit or replacement of old aircraft that do not meet noise standards set forth in Part 36 of the Federal Aviation Regulations. For instance, according to the proposed rule, retrofit of all older four-engine jets may take as much as eight (See NOISE, page 3)

LIVING ALLOWANCES CHANGE

New cost-of-living allowances for Federal white-collar and postal employees in Alaska, Hawaii, Guam, Puerto Rico and the Virgin Islands have been announced by the Civil Service Commission. The new allowances take into consideration whether an employee resides in private housing, Federal civilian housing or Federal military housing, and whether the employee has commissary and PX privileges or must shop in private stores locally--all of which affect living costs. Generally, allowances are reduced or eliminated for those living in Federal civilian or military housing and having commissary or PX privileges. All changes in allowances, up or down, will be effective December 5, 1976. However, reductions in excess of 5% will be implemented gradually.

BETTER WEATHER SYSTEM

The agency is looking for ways to improve the flow of information to airline flight crews on adverse weather that might affect the safety of their operations. Consequently, a rule has been proposed which would require all U.S. domestic and flag carriers to have an FAA-approved system for collecting and transmitting data on clear air turbulence, thunderstorms, low level wind shear and other hazardous conditions that might occur on each flight route and at each airport to be used. Although some major carriers already have systems for obtaining information from the National Weather Service's National Severe Storm Forecast Center in Kansas City, the new proposal would make the use of such systems mandatory for all U.S. air carriers.

AIR TAXI RULES PARLEY

Agency officials and nearly 450 industry members came away with a feeling of accomplishment from FAA's Regulatory Review Conference on air taxi regulations --Part 135--this month in Denver. The meeting was the first in a new series of conferences confined to a single regulatory topic. The four-day conclave dealt with approaches to increasing the safety level of air taxi operations and particularly commuter air carriers. The agency will follow up the conference with formal rulemaking subject to public comments.

FAA BATTLES FATIGUE

FAA will hold a regulatory review conference with industry to review regulations on airplane fatigue next March 15-17 in Arlington, Va. Specifically, the regulations with which FAA is concerned deal with transport category airplanes. The agency last week invited "interested persons, both foreign and domestic," to submit proposals on structural fatigue requirements. FAA will base the conference agenda on the proposals. Following the conference, which is open free to the public, the agency will proceed with formal rulemaking to revise sections of Part 25 of the Federal Aviation Regulations, which govern transport category airplanes.

CONTROLLER TRAINING

All 20 domestic enroute centers are now using radar simulation for controller training. The seven centers referred in a recent INTERCOM article have work rooms set aside for this purpose while the remaining centers will have such laboratories by next spring.

BEWARE OF GIFTS

With the holiday season soon upon us, employees should keep in mind guidelines in connection with acceptance of gifts from persons who deal with the Department of Transportation. Regulations prohibit the acceptance of gifts or favors of monetary value from a person who has or is seeking business or financial relationships with the Department, conducts operations regulated by the Department or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. One of the few exceptions to this general policy exists when the circumstances make it clear that a family relationship, rather than the business of the persons concerned, is the motivating factor for the gift or favor. For full details see Order 3750.3A or check with your servicing Personnel Management Division.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years: PC-35/76 Economist, Air Carrier Operations, P-5/P-4, P-5 Level: Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum; P-4 Level: Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applications due in AIA-29 by January 4, 1976. Additional information about salary, qualifications, duties and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

NOISE (from page 1)

years. However, half the fleet of these planes must be retrofitted or retired in six years. Secretary Coleman also emphasized that for the attack on noise to be successful, the cooperation of all levels of government--Federal, state and local--is essential.

TEST YOURSELF--HOW WELL ARE YOU SAVING ENERGY [AND MONEY]?

There are many things we can do in our personal lives to conserve energy, and in doing so, it often results in a monetary saving as well. Listed below are a number of questions which can tell you how well you are doing in the energy conservation effort and perhaps suggest to you some new ideas:

1. YOUR CAR

- a. In commuting to work, do you use public transportation?
- b. Do you car pool?
- c. Do you keep your car in tune to get the best gasoline mileage?
- d. Do you regularly check tire inflation?
- e. In driving, do you avoid jack rabbit starts and fast stops?
- f. Do you observe the voluntary reduced speed limit?
- g. Do you try to combine trips when running errands?

2. YOUR HOUSE

- a. Is your house properly insulated?
- b. Do you have storm windows for winter?
- c. Have you checked your furnace and air conditioner filters to see that they are clean?
- d. Have you checked your fireplace damper to see that it is closed when not in use?
- e. During winter daylight, do you keep the windows on the sun side of the house unshaded to let the sun help heat the house?
- f. If you have children, have you instructed them not to run in and out of the house so often, so as to conserve heat?
- g. Do you turn your thermostat down to save energy?
- h. Do you turn it down when you go away for a vacation or a long weekend?
- i. Do you close the door and registers in seldom used rooms?

3. YOUR ELECTRICAL APPLIANCES

- a. Do you turn off lights in seldom used rooms?
- b. Do you turn off most of the lights when you are not at home?
- c. In selecting your major appliances, did you avoid buying extra capacity that you cannot use?
- d. Do you regularly clean your dishwasher screen?
- e. Do you try to wait until you have full clothing or dish loads before using your washers.

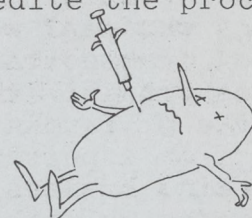
All of these practices conserve energy and they can also save you literally hundreds of dollars a year. They're a good deal for you--and the nation.

November 24, 1976

- 4 -

SWINE FLU IMMUNIZATION . . . On December 3, inoculation against the influenza dubbed "swine flu" will be available for Aeronautical Center employees at the Center's clinic. To expedite the process, the following schedule will be followed:

A through E	8 to 9 a.m.
F through L	9 to 10 a.m.
M through R	10 to 11 a.m.
S through Z	11 to 12 noon



Shots will be available at a later date for those unable to take theirs on this day.

FACTS ON SWINE FLU (excerpted from Oklahoma State Dept. of Health's pamphlet, "Fact Sheet on Influenza.")

WHAT IS "SWINE" FLU? Influenza is a respiratory disease caused by a virus. Swine flu is so named because the virus was first isolated from pigs.

WHY ALL THE FUSS? The newly identified swine virus represents a major change from viruses which are currently circulating in the human population. When new virus strains develop and they are quite different from previous ones, they can cause epidemics because people, not having been exposed to the new strains, have not built up any specific immunity against them. When the Asian flu swept across the country in 1957-58, 40 to 50 million Americans got sick and 70,000 died. The swine flu is considered more dangerous than the Asian flu.

WHAT WILL VACCINATION DO? The vaccine must be taken to help a person build the antibodies needed to protect him/her from the virus. The vaccine is not a cure. Once you have the flu, the vaccine is of no help.

WHO SHOULD BE VACCINATED? A Federal program encourages vaccinations for all adults over age 25. Heart patients, diabetics, cancer patients and the elderly should be vaccinated as soon as possible.

WILL THE SHOTS GIVE ME THE FLU? No. The flu vaccine contains a virus that has been killed. The vaccine stimulates the production of antibodies in the person without causing the flu.

WHAT REACTION CAN I EXPECT? In over 95% of all inoculations given, there have been no reactions. A few people might run a slight fever within 24 hours after receiving the shot. Swelling, redness and tenderness in the arm occur in 20 to 40 percent of those inoculated. Severe reactions are very rare.

WHAT ABOUT ALLERGIC REACTIONS? Because the virus used in making the vaccine is grown in eggs, people who are highly allergic to eggs should not take it. People with allergies should check with their own physician to be certain that their allergy is the type that would prevent them from being immunized.

EMPLOYEE ASSOCIATION NOTES . . . The following tickets and services are available at the EA Office:

- Gaslight Dinner Theater - "The Lady Who Cried Fox"
- Six Flags Over Texas - \$6.50 ea. Six Flags will close for the winter November 28, 1976.
- Peanuts - 5 lbs. for \$4.50
- Duplicating machine - 10¢ per copy

You may get information on the Employee Association-sponsored tours to Hot Springs and the ski trip to Colorado at the Employees Association Office.

Plan now to attend the Christmas Dance at the Myriad, December 4 at 9:00 p.m. until 1:00 a.m. Tickets are available from your EA representative or at the EA office. Price is \$4.50 eac.

- World Quarter Horse Show with Merle Haggard Concert:
November 19 at Fairgrounds Arena, 8:00 p.m. Price \$6.50.

Dates to remember:

- | | |
|----------------|---|
| November 27 | Big 4 Basketball doubleheader, OU vs. Tulsa and OSU vs. OCU |
| December 2 | Candy Sale - Room 135A.
10:00 a.m. to 2:00 p.m. |
| December 3 | Candy Sale - Room 135A
10:00 a.m. to 2:00 p.m. |
| December 4 | CHRISTMAS DANCE! |
| December 6 | Election ballots distributed for election of EA officers |
| December 9 | Christmas Program with Bacone College Choir |
| December 10 | Deadline for return of election ballots |
| December 15 | Christmas Drawing - Hq. Cafeteria, 2:00 p.m. |
| December 21 | Winners of drawing pick up prizes, 1:00 p.m. |
| December 27-30 | All College Basketball Tournament |
| December 27-30 | Book Store closed for inventory. |

HAVE A HAPPY THANKSGIVING!



November 24, 1976

= 6 =

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: December 1, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>		
76-367	CANCELLED/Accounting Technician, GS-525-6	AAC-22	
	Position cancelled due to ceiling reduction.		
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
76-374	General Communications Equipment Operator, GS-392-4	AAC-44	392
	This position has promotion potential to GS-5 without further competition. Must work a rotating shift to maintain a 7-day, 3-shift teletype operation.		
	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u>		
76-375	Personnel Research Psychologist, GS-180-12	AAC-118	180
	This position requires significant amounts of graduate training in Personnel Measurement and Evaluation and/or sufficient experience in the development and validation of personnel selection and placement tests.		
	<u>DATA SERVICES DIVISION</u>		
76-314	CANCELLED/Computer Operator, GS-332-5	AAC-340	
	Position cancelled due to ceiling reduction.		
	<u>AIRCRAFT SERVICES BASE</u>		
76-376	Quality Assurance Specialist (Aerospace), GS-1910-11	AAC-830	1910
	A & P License required.		
76-377	Production Controller, GS-1152-11	AAC-850	1152
76-378	Electronics Technician, GS-856-5	AAC-830	856
	Position has promotion potential to GS-9 without further competition.		
76-379	Aircraft Mechanic Leader, WL-8852-11	AAC-830	JE=8852
	A & P License required.		

November 24, 1976

- 7 -

PROMOTION PLAN ANNOUNCEMENTS (continued)

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

76-360	<u>FAA ACADEMY</u> Electrical Engineering Technician (Instruction), GS-802-9/11	AAC-941	802
--------	---	---------	-----

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.

A minimum of 1 year FAA experience is required within the last 6 years as a technician or engineer at an Airway Facilities Sector, a regional Airway Facilities Division, the Washington Office of Airway Facilities Service, or in FAA research, development, or systems engineering. Applicants selected at the GS-9 grade level will be eligible for promotion to GS-11 without further competition.

FINFO PROMOTION PLAN ANNOUNCEMENT

Closing Date: December 8, 1976

Area of Consideration: Atlanta Metropolitan Area

FINFO-76-68	Clerk-Stenographer, GS-312-4	ATL FIFO	312
-------------	------------------------------	----------	-----

SELECTION LIST	POSITION	LOCATION	ACPP NO.
----------------	----------	----------	----------

		AAC-931	76-173
Stephen W. Lakin	ATC Specialist (Terminal-Instruction)	"	"
Kenneth L. Poorman	ATC Specialist (Terminal-Instruction)	"	"
Lonnie J. Faulkner	ATC Specialist (Center-Instruction)	"	76-174
Richard A. Lund	ATC Specialist (Center-Instruction)	"	"
Robert J. McCormick	ATC Specialist (Center-Instruction)	"	"
Nelson Clark	Painter	AAC-440	76-187
Frederick E. Osborn	Electrical Equip. Repairer	"	76-265
Bobbie J. Myers	Secretary (Stenography)	AAC-940	76-276
Nina Benson	" "	AAC-1000	"
Andrew J. Burris	Supervisory Computer Oper.	AAC-340	76-285
Patricia Elvik	Warehouseman	AAC-430	76-305
Charles Kelley	"	"	"
Daniel Nichols	"	"	"
Gloyd Yandell	"	"	"



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

46-48 December 1, 1976

NEW PROGRAM CUTS NOISE, SAVES FUEL FOR JETS

The agency has adopted a new "local flow air traffic management" system that combines safety, fuel conservation and noise reduction goals into a single national program. The new system is intended to reduce low-altitude flying time by jet aircraft in terminal areas. Methods will include: more use of engine idle or near-idle thrust descents; metering aircraft into terminal areas consistent with airport acceptance rates; absorbing unavoidable delays at or above 10,000 feet; and earlier climb-outs for departing aircraft. In announcing the program, Administrator McLucas said the agency has gained experience with these methods over the past several years and will begin national implementation this spring. The program is expected to be in use at all airports served by turbine-powered aircraft by 1978. While turning down certain EPA proposals in favor of local flow traffic management, FAA adopted a rule based on an EPA proposal for reduced flap settings for jets on approach and landing. When less than full flaps are used, noise is reduced, since drag is decreased and, consequently, less power is required.

SAFETY REPORTS PAY OFF

According to the National Aeronautics and Space Administration, the Aviation Safety Reporting System taken over by NASA in April 1976 is returning real dividends. During the initial three-month period ending in mid-July, nearly 1,500 reports were received from pilots and controllers flagging unsafe or potentially hazardous conditions in the National Aviation System. As a result, NASA sent 130 alert messages to FAA for prompt follow-up. NASA said the quality of the reports has made it possible to gain an appreciation of aviation problems and to disseminate information about them promptly and effectively in order to prevent accidents. To encourage the use of the system, information is given to FAA without personal identity, unless the report contains information about an actual accident or violation of a Federal law.



LEAVE IT TO THE STATES

Four states, Arizona, Pennsylvania, South Dakota and Michigan, have been chosen to participate in a special FAA "demonstration program" that will make them responsible for administering Federal grants for the development of their general aviation airports. The states represent a cross section of all states and were selected on the basis of such factors as geographic location, the relative significance of general aviation in the state, the size and scope of its general aviation development program and the degree to which it is representative of a group of states. Each of the states participating in the trial program will be allowed to make its own priority allocation of general aviation airport development funds provided by FAA, in contrast to the usual procedure in which FAA determines priorities and deals directly with the individual airport sponsor or channels the money through a state agency.

FLOOR FIX DATES SET

Administrator McLucas has decided that operators of the DC-10 will not be granted extensions, beyond the compliance date of Dec. 31, 1977, to complete floor modifications that will enable those aircraft to withstand sudden in-flight depressurization. However, in a memorandum to the Director of Flight Standards and the Directors of the Western and Northwest Regions, McLucas said the operators of the L-1011 and B-747 may have until March 31, 1978 and June 30, 1978 respectively to make their necessary modifications. The Administrator said the three compliance dates are tailored to meet the different engineering problems, maintenance schedules and the potential danger to each

aircraft in the event of an in-flight depressurization. The Administrator's decision in effect denies authority to grant extensions under an amendment to AD 75-15-05, issued in November, which permitted operators of wide-body jets to apply for an extension of up to one year beyond Dec. 31, 1977.

CANCELLATION OF ORDERS

The following Airway Facilities orders are cancelled and will be reflected in the next edition of the Directives Checklist: 1710.7, Military (USAF) Technical Publications Distribution for AN/FYQ-47 Common Digitizer; 6031.2, Use of the ARTCC #300 Interphone Switching System by System Engineers and Maintenance; AFP 6510.9, Maintenance of Control Towers; 6700.18, Non-FAA (Non-Military) Facilities, RIS-6700.

PRUDENT STEPS

In the wake of the recent nuclear bomb explosions in China, Administrator McLucas met with other Federal agencies to determine whether high flying aircraft might be exposed to significant levels of radiation. While it was determined that aircraft flying below 40,000 feet would not be endangered, Federal agencies did take steps to protect those few commercial flights operating at higher altitudes. Special monitoring equipment was put on board selected high-altitude flights which were expected to operate in the vicinity of contaminated air masses. Planes that flew near the contamination were checked for radiation immediately after landing.

STUDENT PER DIEM UP

Directives were issued recently by the agency to change short-term and long-term student per diem rates at the Aeronautical Center and to establish new per diem rates for participants in other long-term development programs. Employees attending the academy for 10 class days or less will receive per diem to cover lodging plus \$16 for meals, the total not to exceed \$35 per day. This rate is up from a previous maximum of \$31 each day. For employees attending over 10 class days, a flat rate of \$23 will be paid. The rate for this group was lodging plus \$12--not to exceed \$21. The new special per diem rate for long-term, non-Academy training is a flat \$25 in all but very unusual circumstances. Formerly, the rate was \$25 for the first 60 days and \$18 for each day thereafter.

\$\$\$ FOR AIRCRAFT

The most recent loan guaranteed by the agency is \$3.9 million to Texas International Airlines for the purchase of one McDonnell Douglas DC-9 jet from Swissair of Zurich, Switzerland. The loan covers 90 percent of the plane's price and is for a 10-year period. Under the Aircraft Loan Guaranty Act, FAA is authorized to extend such guaranties when local service airlines and small certificated carriers are unable to get conventional loans on reasonable terms. Since the first of this year FAA guaranteed loans totaling \$111.9 million. This made it possible for airlines to purchase 18 planes, including 11 DC-9s, three 727s, one 737 and three DHC-6 Twin Otters.

BARRIAGE HONORED

The DOT Secretary's Award for Superior Achievement was presented to Ms. Joan B. Barriage last week during ceremonies in the Administrator's conference room. She was recognized for her leadership in the development and management of the Department's High Altitude Pollution Program to assure that aviation would not harm the stratospheric ozone level. The High Altitude Pollution Program contributed significantly to the DOT's environmental mission. Ms. Barriage's outstanding leadership and judgment, technical expertise, and personal involvement and ability enabled her to carry out the responsibilities connected with the program, as well as those of Deputy Director of the Office of Environmental Quality, with such professionalism that it is a unique, meritorious achievement. During the same ceremonies she was also presented with a certificate from the Board of Trustees of the Federal Woman's Award. Ms. Barriage was one of 13 finalists who were selected for that coveted award.

MORE ON LOYALTY

As reported in INTERCOM the week of November 17 the Civil Service Commission has said that loyalty and medical questions on the Federal job application form, SF-171, should not be answered by applicants. However, applicants for "sensitive positions" may still be required to give information about their membership in certain organizations, but only on a separate form. Also, if an agency determines that medical history is pertinent to the job, the applicant may be asked to fill out a separate medical form.

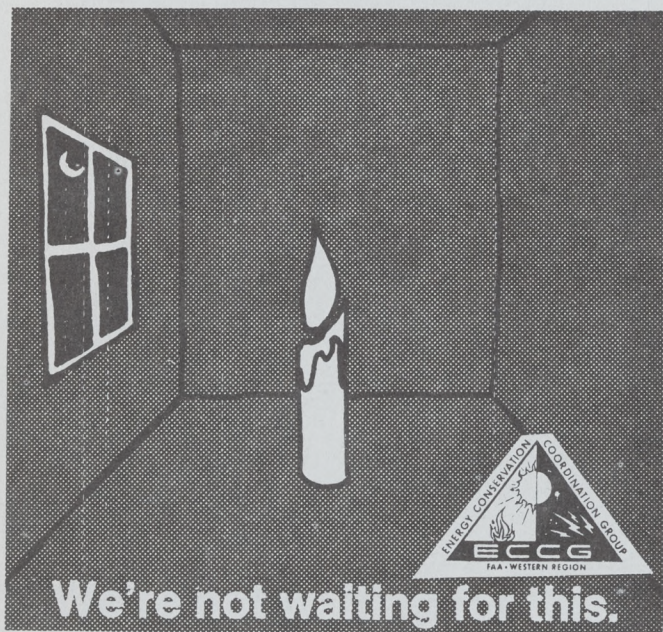
SWINE FLU IMMUNIZATION . . . This Friday, December 3, inoculation against Swine Flu will be available for Aeronautical Center employees at the Clinic, CAMI Building. To expedite the process, the following schedule will be followed:

A through E	8 to 9 a.m.
F through L	9 to 10 a.m.
M through R	10 to 11 a.m.
S through Z	11 to 12 noon



Shots will be available at a later date for those unable to take theirs on this day.

Forms are being sent to employees through their respective Division offices. These forms describe the swine flu immunization program and provide a place for signature. These forms must be signed and brought to the Clinic in order to receive the inoculation. There will be blank forms available, as well as personnel to answer questions, when you arrive at the Clinic on Friday.



We're working to

save Energy
now.

Energy conservation isn't something to fall back on in times of extreme emergency. It's today's new way of life that is absolutely essential for all of us—all of the time. In business and industry. In our homes. In our traveling.

At our company we're still working hard at the energy conservation program we set up in the winter of 1973 during the Middle East oil embargo. In fact, we're stepping up our efforts as we find more ways to make our energy consumption even more efficient.

We hope you'll join the movement to save energy because only a total national commitment will do the job that must be done. By making energy conservation a prime goal today, we won't have to accept it as a last resort tomorrow.

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

- Gaslight Dinner Theater - "Any Wednesday"
- Peanuts: 5 lbs. cocktail peanuts \$4.75; 5 lbs. Spanish peanuts \$4.50.
- Duplicating machine - 10¢ per copy

EMPLOYEES ASSOCIATION CHRISTMAS DANCE

Date: December 4, 1976
 Place: Myriad
 Time: 9:00 -- 1:00
 Price: \$4.50 each

Bacone College from Muskogee will be presenting our Christmas Program on Thursday, December 9, in the Headquarters Building Auditorium.

DATES TO REMEMBER:

- | | |
|----------------|---|
| December 2 | Candy Sale, Room 135A -- 10 am -- 2 pm |
| December 3 | Candy Sale, Room 135A -- 10 am -- 4 pm |
| December 4 | CHRISTMAS DANCE |
| December 6 | Election ballots distributed for election of officers |
| December 9 | Christmas Program |
| December 10 | All election ballots must be returned to the EA Office by 3:45 pm |
| December 15 | Christmas Drawing, Hdq. Cafeteria, 9 am |
| December 16 | Candy Sale, Room 135A -- 10 am -- 2 pm |
| December 17 | Candy Sale, Room 135A -- 10 am -- 4 pm |
| December 21 | Winners of drawing pick up prizes at 1 pm |
| December 27 | All College Basketball Tournament |
| December 27-30 | Book Store closed for inventory. |





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-49

December 8, 1976

FOR AUDUBON READ BIRDI, FOR WOODS HOLE, WORMY . . .

Audubon has been changed to BIRDI, Woods Hole has become WORMY and Apple Springs now goes by the name of JUICE. It may sound like a new word game, but actually the agency is changing the names of intersections and waypoints in the national aviation system to five-letter pronounceable codes that can be used by computers. The old names designating these fixes had to be changed to three-letter code words by controllers or FSS specialists before being processed by the computer. This took time and increased the chance of a coding error. In the new system, the charting name and computer code will be the same. Chart clutter will be reduced with the shorter names, yet the five-letter combination will allow enough unique combinations to accommodate a nonredundant world-wide coding system. Enroute charts already have been changed. Now the agency will begin a two to three year program to convert the fix names on approach and departure charts. The State of Florida will be the first location to undergo area-wide changes, and the new fix names will appear on charts coming out December 30.

AVIATION FUTURE BRIGHT

Predicted aviation growth in the next 12 years is expected to have a substantial impact on FAA air traffic control facilities, according to the agency's annual Aviation Forecasts. Operations (takeoffs and landings) at airports with FAA towers are forecast to increase from 62.5 million in FY 1976 to 107.7 million in FY 1988; aircraft handled by en route control centers, from 23.9 million to 39.2 million; and flight services by flight service stations, from 58.2 million to 120.1 million. According to the report, the number of passengers carried by the U.S. scheduled airlines will more than double in the FY 1976-1988 period, reaching 428.5 million at an annual growth rate of 5.9%. General aviation flying is projected to show similar growth: the size of the general aviation aircraft fleet is expected to grow 4% annually, from 168,500 aircraft in FY 1976 to 267,000 in FY 1988. Hours flown in GA are forecast to grow 6% a year, from 35 million to 72 million over the same period.



FACILITIES FOR UPGRADES NAMED

The Civil Service Commission's preliminary announcement on November 12 concerning grade classification of controllers specified that journeyman controllers in eight or possibly nine facilities will be upgraded to the GS-14 level. The facility names were identified by CSC last week. They are the Chicago, Cleveland and New York en route centers, the New York Common IFR Room, the Oakland Bay TRACON, and ATC towers at Chicago O'Hare, Atlanta and Los Angeles. The ninth facility which may be upgraded is the Washington center. According to preliminary FAA estimates, approximately 1900 controllers will be upgraded to the GS-14 level. The final controller classification report, which also raises middle-level controller grades in at least 22 ATC facilities, is due to be issued January 15 by CSC.

SIGN THOSE SF-171s

Personnel Management Divisions have been receiving increased numbers of unsigned SF-171s, Personal Qualification Statements, from employees bidding for promotion or reassignment vacancies. The SF-171 is an official document which must be signed to be valid. Personnel Management Divisions will not consider any bids which are accompanied by an unsigned SF-171. Although the SF-171 form may be duplicated, each copy must be signed individually.

LOW ALTITUDE WARNING

A new low altitude warning feature has been added to the automated radar terminal systems (ARTS III) at Washington's Dulles International Airport and Los Angeles International Airport. Seven additional ARTS III sites--Detroit, Denver, Houston, Orlando, Seattle, Providence and St. Louis--are scheduled to receive the added safety feature by February, and the new program will be in use at all 63 ARTS III sites by May 1977. The new feature, called Minimum Safe Altitude Warning (MSAW), monitors aircraft altitude, which is transmitted to computers by the plane, and compares the height to an altitude table programmed into the ARTS III computer. If the computer determines that the aircraft is hazardously close to terrain or obstructions, a five-second aural alarm sounds and the words "LOW ALT" appear on the controller's radar scope above the appropriate aircraft target. Generally, MSAW monitoring begins when an aircraft enters the terminal area and is picked up by radar, about 55 miles from the airport. Service is provided automatically to planes flying under instrument flight rules (IFR) and upon request for planes under visual flight rules (VFR). In either case, the plane must be equipped with the 4096-code transponder and an altitude encoder.

9TH REVIEW CONCLAVE

FAA's Ninth Annual Aviation Review Conference has been set for May 16-18, 1977 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.



AUTOMATION PAYOFF

Radar Data Processing (RDP) has increased controller capacity by as much as 15% at enroute centers, according to a report prepared by the Mitre Corp. for the agency. This conclusion was reached from studies conducted at the Indianapolis, Los Angeles and Miami centers. Essentially, RDP provides controllers with data tags that follow the appropriate targets on the radar scope. The tag, which is written electronically on the scope, shows the aircraft's identification, actual altitude, assigned altitude and other data. The Mitre study went on to say that increased controller capacity has been translated into a staff saving of approximately 11% at each center. Staffs at centers already have been adjusted to compensate for these savings. Reduction in the number of activities performed by controllers is the reason for the increased capacity and consequent savings in staffing. When the automated equipment is used, communications are simplified and fewer manual activities are required. The conclusions in the study were based on data gathered both before and after RDP implementation at the three centers.

THERE'S BEEN SOME CHANGES

The Flight Inspection National Field Office (FINFO) has gained new responsibilities and a new name. It's now called the Flight Standards National Field Office, AFS-500, and has taken on the functions of the Safety Data, Operations, and Engineering and Manufacturing Branches formerly located in the Flight Standards Technical Division. This division has been renamed the Airmen and Aircraft Registry, AAC-200, Aeronautical Center. These changes will be reflected in Flight Standards and Aeronautical Center organization charts. Complete information appears in Order 1100.2, Change 169 and Order 1100.5, Change 124.

RETURN RIGHTS

If you have been thinking about accepting an assignment in Washington, here's some good news. You now are guaranteed return rights to your present grade in your present region/center after serving four years in Washington. Similar return rights apply to employees who accept a field assignment from Washington. This new program was established by the Office of Personnel and Training and is discussed in Order 3330.6B. For further information, contact your local personnel office.

Have a SAFE HOLIDAY



WALK ALERT



Here's what's going on

CAFETERIA CHANGES

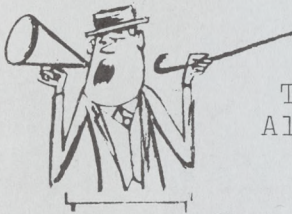
. . . The Headquarters Cafeteria will be closed December 23 through December 31, 1976, and the Warehouse Cafeteria will be closed December 20 through December 31, 1976. All other locations will maintain their regularly scheduled hours of operation. The temporary closing is necessary to accomplish rearrangement/modeling work which will enable the concessionaire to provide improved service in these cafeterias.

Effective Monday, January 3, 1977, the evening meal will be served in the Headquarters Cafeteria instead of the ARB Cafeteria. This permanent change will provide a more central location for customers and will allow the concessionaire to provide improved service.



EQUIPMENT DISPLAY

. . . Office Products, Inc., will have a continuous showing and demonstration of their Casetype Word Processing System and Visual Display Unit in Room 206D, Aviation Records Building. The showing will be on Tuesday, December 21, 1976, from 9:00 a.m. until 4:00 p.m. All interested personnel are invited to attend.

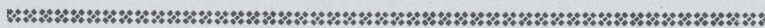


CAMI SAYS "THANKS"

. . . "We want to thank all the many people who helped out during the swine flu inoculation program. Their efforts, and the cooperation of the divisions, contributed greatly to the efficient handling of the over 2,000 employees who lined up for their shots."

inoculation program. Their efforts, and the cooperation of the divisions, contributed greatly to the efficient handling of the over 2,000 employees who lined up for their shots."

For those of you who were unable to take the shot last Friday, the Employee Clinic will be giving inoculations all this week. You may go at any time during the work day.



THOUGHT FOR THE WEEK

. . . Exhilaration is that feeling you get just after a great idea hits you, and before you realize what's wrong with it.



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



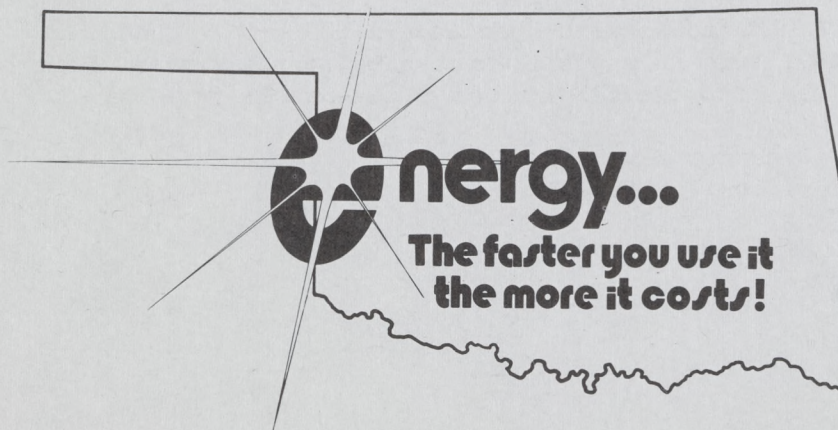
- Gaslight Dinner Theater - "Any Wednesday"
- Peanuts, 5 lbs cocktail for \$4.75; 5 lbs Spanish peanuts for \$4.50; and 3 lbs. Spanish peanuts for \$2.75
- Duplicating machine - 10¢ per copy

Bacone College from Muskogee will present our Christmas Program on Thursday, December 9, in the Headquarters Auditorium. Programs will be at 11:00 a.m., 1:00 p.m., and 1:45 p.m.

DATES TO REMEMBER



- | | |
|----------------|---|
| December 9 | Christmas Program |
| December 10 | All election ballots must be returned to the EA Office by 3:45 p.m. |
| December 13 | Counting of the ballots |
| December 15 | Christmas drawing 9 a.m. in Headquarters Cafeteria |
| December 16 | Candy Sale, Room 135A, 10 a.m. to 2 p.m. |
| December 17 | Candy Sale, Room 135A, 10 a.m. to 4 p.m. |
| December 21 | Winners of drawing pick up prizes at 1 p.m. |
| December 27-30 | Book Store closed for inventory |
| January 20-24 | Ski trip to Purgatory, Colorado |
| March 25-27 | Trip to Hot Springs, Arkansas |



December 8, 1976

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: December 15, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>
76-385	<u>ACCOUNTING DIVISION</u> Supervisory Operating Accountant, GS-510-12	AAC-23	510
76-386	<u>PROCUREMENT DIVISION</u> Purchasing Agent, GS-1105-7	AAC-70	1105
76-387	<u>FAA DEPOT</u> Inventory Management Specialist, GS-2010-9	AAC-480	2010
76-388	<u>AIRCRAFT SERVICES BASE</u> Supervisory Electronics Engineer, GS-855-13	AAC-840	800
76-389	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Electronics Engineer, GS-855-13	AAC-1010	800

Applicants must have 1 year of experience at GS-12 or higher in professional electronics engineering in radar option.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

FSNFO-76-70 Aircraft Mechanic Foreman, WS-8852-10 ATL FIFO JE-8852
Applicants must furnish a job element questionnaire with **their** bid. Forms may be obtained from the FIFOs. A & P License is required.

Closing Date: December 22, 1976

Area of Consideration: FSNFO-wide



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-50 December 16, 1976

CONTROLLERS SHATTER TAKEOFF & LANDING RECORD

The record for the number of "Takeoffs and Landings at Different Airports During Daylight Hours" was shattered last month by an air traffic controller and supervisor. SATCS W.A. "Al" Yates from the Fort Worth Center and Robert Phoenix from the Dallas/Fort Worth TRACON set out to break the record from Mangham Field in Fort Worth at 6:51 in the morning, just as the sun came up. That day they flew approximately 900 miles and made 98 takeoffs and landings, all of which were made at airports within 100 miles of the Dallas/Fort Worth Airport. Flying Yates' 172 Cessna, N1469V, they bettered the previous world record--a mere 65 takeoffs and landings made in England--early in the afternoon when they made their 66th takeoff from Lancaster Airport in Dallas. But after breaking the record, the two pilots continued flying until sunset, when they set down at Dallas/Fort Worth Airport with the record of 98 takeoffs and landings. Certifying the record flight were three members of the 99s, the woman pilot organization. Each of these observers flew one of the three legs with the FAAers.

AUTOMATION 24 HOURS

An important step towards eventual 24-hour, 7-day operation of en-route centers' automation systems was taken early this month when a new check-out method was approved. The new procedure permits technicians and data specialists to "certify" the proper operation of the center's complicated computer system once each day without turning off the system. Previously, the system had to be shut down each day to make the checks, at which time controllers had to use their radar scopes without benefit of the electronically-written aircraft information tags. Since the beginning of this year, the centers have been using the auto- (See AUTOMATION, page 3)

NEW BUILDINGS FOR NAFEC

The National Aviation Facilities Experimental Center will move into a new \$45 million technical and administrative complex in about two years. The complex, to be built by the Atlantic County Improvement Authority, will be leased to the agency for \$5.2 million annually for 20 years. After that, the complex will be rent-free for (See NAFEC, page 3)

EPA PROPOSAL

An Environmental Protection Agency proposal which would require operators of air carrier airports to develop and implement comprehensive noise abatement plans will be the subject of a meeting scheduled by the agency for January 17. More than 800 airports would be affected by the proposal, which is aimed at reducing noise levels in airport communities. Among the actions to be considered in developing the plan are noise abatement takeoff and landing procedures, preferential runway use, limitations on classes of aircraft using the airport and compatible use of noise-impacted land. However, airport operators would tailor the plan to meet specific noise problems at their locations. Then, all noise plans would be submitted to the agency for approval and, if accepted, would be incorporated into the airport operating certificate.

PRISON SKY RESTRICTED

The agency has put a temporary airspace restriction over the Utah prison where Garry Gilmore is incarcerated and where he may or may not be executed in the near future. The temporary flight restriction, issued as a NOTAM under FAR Part 91.91 by the Rocky Mountain Region on November 12, prohibits flights within a one-mile radius of the prison at 1,500 feet and below. The restriction was requested by the warden of Utah State Prison and will be in effect until further notice.

**FAA WORLD'S SEASON GREETING**

Apropos of our cover, we have a story of a center controller watching his scope as "Mr. C Does His Thing" . . . FAA and the Customs Service get together in "Catching a Smuggler by His Blip" at our country's borders . . . The agency is "Managing a Torrent of Words" as it adopts the new techniques of word processing . . . Higher-grade FAAers have "Expanding Perspectives and Horizons" in long-term training. We detail the five programs available . . . "On Your Guard" alerts you to methods of self-protection against personal attack . . . An FAA alumna and other "Women Pilots Learn the Ropes" in Operation Raincheck. You'll also find a "Mental Minute" puzzler, Direct Line, Faces and Places, Federal Notebook and Small World.

EXEC DEVELOPMENT OPEN

FAA's Executive Development Program is now open for applications from interested and qualified employees. The program is designed to give additional managerial experience to employees who have demonstrated the potential for high level FAA jobs. The program is open to full-time permanent GS-15 employees of FAA or any other part of DOT. GS-14s may be considered for the program if they are nominated by their office/region/center director. Target jobs for program participants include office/service director; division chief; region/center executive officer and deputy director. Applications must be submitted to your servicing personnel office by January 28, 1977 and include a current SF-171; Performance Evaluation Record; and a letter identifying any restrictions on mobility. Non-FAA employees of DOT should send applications to TAD-14, Office of Personnel and Training, Washington. Full information will be contained in Agency wide Announcement APT-76-4038.

ALL SEVEN SAFE

Not one, but seven planes were in trouble. They were single-engine Cessna 172s making the big jump from Santa Barbara, Calif., to Hilo, Hawaii. According to the flight plan they were supposed to land about 9:30 p.m., but at that time they were still almost two hours from their destination, getting short of fuel and unsure of their position. That's when controllers began taking steps to help. Honolulu Center alerted Coast Guard Search and Rescue, and a C-130 took off to intercept the flight. The planes were instructed to "home" on a local radio station. About 11 p.m. Hilo approach control made direct radio contact with the lead aircraft, and the planes were given the go for straight-in landings. But they still had problems. The first plane was a mile from touchdown, when number two in line radioed that his engine had quit due to fuel exhaustion. At this point, number one slipped gracefully aside and number two glided in for an uneventful, dead stick landing. During November, 270 flight assists were reported, 91 by flight service stations, 119 by towers and 60 by centers. There were a total of 407 people reported aboard the aircraft involved. The primary reasons for the assists included 152 lost pilots, 36 low on fuel, 49 involved in weather and 76 with some type of equipment malfunction.

FAA or STILL PLAINS MAYOR

By a landslide margin of 19 votes, A.L. Blanton, a controller at the Albany, Ga., airport control tower, beat out Billy Carter in a hotly-contested and widely-publicized non-partisan race for the mayor of Plains, Ga. Blanton, the incumbent mayor, took the election from the brother of the President-elect by a 90 to 71 vote.

AUTOMATION (from page 1)

mated system 20 hours a day. Approval of the new procedure, contained in Change 19 to Order 6100.1, means that enroute centers may now, at their option, run their automated systems 24 hours a day. Twenty-four hour operation every day of the week will not begin immediately, but centers can take advantage of the capability when they deem necessary, such as during special military air exercises, poor weather or holiday periods when more controllers are on leave.

NAFEC (from page 1)

government use. Characterized as one of the biggest building projects to be undertaken in the mid-Atlantic area in recent years, the new complex will contain some 500,000 square feet of floor space. It will replace 36 of the obsolete World War II buildings currently used by the center. NAFEC, with a staff of some 1,800 employees, conducts wide-ranging test and research work designed to advance civilian aviation safety and progress.



December 16, 1976

TUBE SYSTEM OPERATIONAL AGAIN . . . After being shut down for several weeks, the tube system is working again. Two new stations have been added:

- F-1 Located in Room 134, Headquarters Building
- D-9 Located in Room 118, Hangar 9

All "H" stations have been changed to "F" stations.

MICROFICHE READER DISPLAY . . . On December 17, 1976, from 9 a.m. until 3:30 p.m., a variety of microfiche readers will be on display in Room 206D of the Multi-Purpose Building. Questions concerning the display may be directed to Tom Morris, AAC-61, Ext. 2527.

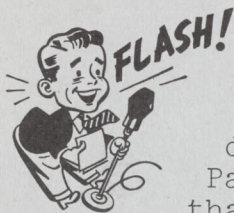
VALIDATION OF TRAINING RECORDS . . . The Training Branch, AAC-17, is forwarding to all employees copies of his/her training record for validation as part of a continuing effort to build a valid data base in PMIS (Personnel Management Information System). The record is to be validated and returned to AAC-17 as soon as possible, but no later than 3 weeks after receipt of the record. About 400 records will be sent out each week to evenflow the workload.

EQUIPMENT DISPLAY . . . Office Products, Inc., will have a continuous showing and demonstration of their Cassetype Word Processing System and Visual Display Unit in Room 206D of the Aviation Records Building. The showing will be on Tuesday, December 21 from 9:00 a.m. until 4:00 p.m. All interested personnel are invited to attend.

CAFETERIA CHANGES . . . The Headquarters Cafeteria will be closed December 23 through 31, and the Warehouse Cafeteria will be closed December 20 through 31, in order to accomplish rearrangement/remodeling work. All other locations will maintain their regularly scheduled hours of operation.

Effective Monday, January 3, 1977, the evening meal will be served in the Headquarters Cafeteria instead of the ARB Cafeteria. This permanent change will provide a more central location to cafeteria customers and will allow the concessionaire to provide improved service.





SPECIAL T & A PROCEDURE FOR CHRISTMAS HOLIDAYS . . .

The Christmas Holidays will require a change in the delivery of the T & A cards to the Payroll Branch for Pay Period #26. The cards should be delivered not later than 4:00 p.m. on Friday, December 17, 1976. Employees working a second shift on Friday, December 17, or a shift on Saturday, December 18, should deliver these cards to the Payroll Branch no later than 8:30 a.m. Monday morning, December 20.

EMPLOYEE AWARD . . . A Quality Step Increase Award based on Outstanding Performance was presented to Michael J. Brown, AAC-930, in the Academy Superintendent's staff meeting Tuesday, December 14.

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

- Gaslight Dinner Theater - "Any Wednesday"
- Peanuts: 5 lbs cocktail for \$4.75
5 lbs Spanish peanuts for \$4.50
- Duplicating machine - 10¢ per copy

DATES TO REMEMBER:

December 16 and 17	Candy Sale, room 135A, 10 to 2
December 17	Candy Sale, room 135A, 10 to 4
December 21	Winners of drawing pick up prizes at 1 p.m.
December 27-30	Book Store closed for inventory
January 20-24	Ski trip to Purgatory, Colorado
March 25-27	Trip to Hot Springs, Arkansas

RESULTS OF ELECTION OF OFFICERS:

President:	Ken Lynch, AAC-444C
1st Vice President:	Pat Bradshaw, AAC-482B
2nd Vice President:	Bill Myers, AAC-941B
3rd Vice President:	W. C. Allen, AAC-331
4th Vice President:	Tex Wilborn, AAC-828
5th Vice President:	Bob Chadwick, AFS-562
6th Vice President:	Don Williams, AAC-844
Secretary:	June Donceel, AAC-952
Treasurer:	Gayle Fransen, AAC-21A



December 16, 1976

= 6 =

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: December 22, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>
76-269	<u>ADMINISTRATIVE SERVICES DIVISION</u> CANCELLED/Motor Vehicle Manager, GS-301-9	AAC-44	
	Position cancelled due to ceiling limitations.		
76-392	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u> Clerk=Stenographer, GS-312-5	AAC-118	300-2
76-393	<u>AIRMEN AND AIRCRAFT REGISTRY</u> Correspondence Clerk (Typing), GS-309-4	AAC-250	300-B
76-389	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> CANCELLED/Electronics Engineer, GS-855-13	AAC-1010	

This position was erroneously advertised as ACPP No. 76-389; will be announced at a later date as ACPP No. 76-391, with an opening date of 12-28-76 and closing date of 01-18-77. Area of consideration is FAA-wide. Applicants who applied under ACPP No. 76-389 need not reapply.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

Closing Date: December 29, 1976

Area of Consideration: FSNFO Headquarters and OKC FIFO

FSNFO-76-71	Secretary (Stenography), GS-318-5	AFS-580	318
-------------	-----------------------------------	---------	-----

SELECTION LIST	POSITION	LOCATION	ACPP NO.
James W. Wheeler, Jr.	Equipment Cleaner	AAC-440	76-160
John M. Cook	ATC Spec. (Term.-Instr.)	AAC-930	76-173
Roger R. Schense	" " " "	"	"
James D. Tennison	" " " "	"	"
Clark F. Molster	" " (Center-Instr.)	"	76-174
Robert H. Warren	" " " "	"	"
Theodore Geho	Supervisory Aviation Safety Inspector (Opns.-Instr.)	AAC-950	76-192
Guy W. Hudson	Warehouseman	AAC-430	76-223
David W. King	Electronics Technician	AAC-444	76-234
Lee Bacý	Packer	AAC-430	76-246
Ray D. Crawford	"	"	"
Thomas D. Wilkerson	"	"	"
Bess L. Dull	Purchasing Agent	AAC-70	76-261
Clarence A. Hawk	Supply Technician	AAC-430	76-306
Marvelus Sattiewhite	Sheet Metal Mech. (Aircraft)	AAC-830	76-307
Frank Jarrett, Jr.	" " " "	"	"
William L. Taylor	" " " "	"	"
Donald E. McCumber	Sheet Metal Mech. (Aircraft) Leader	"	76-309
Joe P. Lambert	Sheet Metal Mech. (Aircraft) Leader	"	"
Kenneth E. Doerksen	Purchasing Agent	AAC-70	76-313
Pamela Lucas	Clerk-Stenographer	AAC-230	76-319
Michael L. Grigsby	Electronics Technician	AAC-440	76-322
Patty G. Booker	Supply Cataloger	AAC-490	76-324
Cynthia Jo Suiter	Production Controller	AAC-850	76-325
Lily M. Smith	Clerk-Stenographer	AAC-115	76-340
Rebecca B. Brooks	Psychology Technician	AAC-118	76-341
June B. Tevault	Clerk	AAC-930	76-359
David J. Voegeli	Teletypewriter Repairer	AAC-440	76-362
Marian R. Duvlea	Secretary (Stenography)	AFS-510	FINFO-76-59
Dorothy A. Williams	Secretary (Stenography)	AFS-510	FINFO-76-66



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-51

December 22, 1976



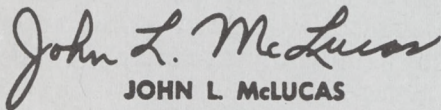
The approaching holiday season is more than a celebration of an event; it is a symbol of hope and a time to reflect on our achievements.

One of the best yardsticks for measuring the success of our efforts is the aviation safety record for the past year. By that standard, the agency has done well.

Safeguarding the airways and ensuring the safety of flight around the clock, day in, day out, requires highly skilled and dedicated professionals in many disciplines. To all of you, my heartfelt appreciation for work well done.

Our success shows what can be achieved by dedication and hard work.

It is with gratitude and pride that I wish you and your families the best of holiday seasons and the most happy and healthy of new years.


JOHN L. McLUCAS
Administrator

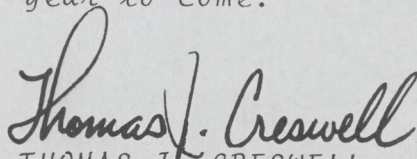
At year's end we often look back rather than forward, because the past is settled and easier to contemplate than the uncertain future.

As we review the past year at the Aeronautical Center, there is much to be thankful for.

Our pursuit of service and safety in aviation is an unrelenting pursuit of perfection. As public servants and professionals, we can ask no less of ourselves. Let's enter 1977 with the determination that it will be a year of higher aviation goals.

Those of you who wish are welcome to stop by my office between 2:00 and 4:00 p.m. on Thursday, December 23, so that I may meet you and personally wish you a Happy Holiday Season.

Warmest wishes to all of you and your families for a wonderful year to come!


THOMAS J. CRESWELL
Director, Aeronautical Center

NEW SECRETARY NAMED

Representative Brock Adams from the State of Washington has been selected for the Secretary of Transportation post by President-elect Jimmy Carter. An expert on transportation matters, Adams is a member of the House Interstate and Foreign Commerce Committee's subcommittee on transportation. He also is chairman of the House Budget Committee. Adams graduated from the University of Washington and Harvard Law School. If confirmed by the Senate, Rep. Adams will succeed William T. Coleman, Jr., who was sworn in as Secretary of Transportation on March 7, 1975.

172 RULE CHANGES

As a result of a regulatory review program begun in 1974, the agency has adopted 172 amendments to its airworthiness rules. The amendments, covering a wide range of standards, are the third in a series of changes intended to make FAA's airworthiness rules more up-to-date, understandable and consistent. The 172 amendments deal with aircraft, rotorcraft, engine and propeller certification regulations; operating regulations which contain airworthiness standards; and related procedural requirements. Specifically, the amendments are related to such items as engine controls, landing gear and tires, flight and navigation instruments, cockpit caution and warning lights, emergency exits, weight limits, ditching, pressurized cabins and fuel systems.



BATTLE AGAINST BIRD STRIKES

FAA has launched a national effort to detect and control bird hazards at the nation's airports. Under the new program, which will be directed by the Office of Airports Programs in Washington, each region will establish a bird hazard control group composed of airports, air traffic and flight standards personnel with participation by other agencies as appropriate. The group will work with field offices and facilities to identify those airports with a potential or critical bird hazard and initiate corrective action through the airport operator in each case. A Notice to Airmen (NOTAM) will be issued on each airport with a critical bird hazard problem and will remain in effect until the situation is remedied. In signing the order establishing the new program, Administrator McLucas noted that the seriousness of the bird hazard problem had been dramatically demonstrated by the Overseas National Airlines Accident at New York's Kennedy Airport in November 1975. The ONA jet was destroyed by fire after ingesting birds on the takeoff run but all 139 on board escaped without serious injury.

NOTES FROM ABROAD

Queensland and Northern Territories Air Service, QANTAS, is planning a charter flight to the South Pole on February 13. Passengers on the 747 flight, which is already sold out, will also get a chance to view the Mertz and Ninnis glaciers during the 11-hour nonstop, round trip. The flight will leave from and return to Sydney, Australia... France has issued an airworthiness certificate for the German VFW-614, a short-haul jetliner. According to the German manufacturer, VFW Fokker, this is the first German-built aircraft to be certificated by the French since the end of World War II.

● **WE ARE SEEKING APPLICANTS**

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL, 2 years - PC-36/76

Chief, Projects Implementation Section - Europe and Middle East, P-5, Gross: \$30,540 per annum and net (free of tax): \$21,324 per annum. PC-37/76 Language Officer (Translator), P-2, Gross: \$15,570 per annum and net (free of tax): \$12,025 per annum. Language requirement: Spanish must be native tongue or the language used for the purpose of education; ability to write Spanish translations. A working knowledge of French or Russian would be a valuable additional qualification. Applications due in AIA-29 by January 24, 1977. Additional information about duties, salary, qualifications and benefits is available in the Employment Branch, AAC-14, X4507. Federal employees accepting ICAO assignments are entitled to restoration rights.

● **CANCELLATION OF ORDERS**

The following Airway Facilities orders are cancelled and will be reflected in the next edition of the FAA Directives Checklist: 6360.2, Air Traffic Control Radar Beacon System Interrogator Usage and Power Reduction Procedure; 6410.4A, Bright Radar Indicator-Tower Equipment Implementation Handbook - Brite 1. Previously cancelled was 6980.15, Type AK-3A Breaker Interchangeability, ARTCC General Electric Electrical Switchgear. Air Traffic cancels the following orders: 7110.69, Establishment of Automated Area B Message Switching System and 7110.70, Cut-Over Plan for Automated Area B Message Switching System. The A-BDIS System is on-line and material is now contained in 7110.10D.

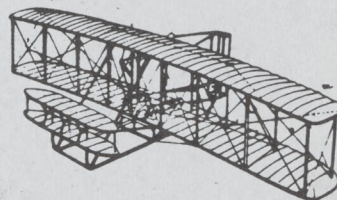
CIVIL ENGINEER WANTED

The Office of International Aviation Affairs, Technical Assistance Division, Western Area Operations Branch, is seeking qualified candidates for its technical assistance project in Muscat, Oman, for the following position: Civil Engineer (Airport), FC-810-11 (GS-14), Announcement No. AIA-76-4025, opening date: 12/17/76; closing date: 1/11/77. Applicants interested in this position should forward an SF-171, "Personal Qualifications Statement" and current DOT Form 3430.1, "Performance Evaluation Record" directly to: Employment Branch, APT-150, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591.



MORE GENERAL AVIATION AIRCRAFT

According to the General Aviation Manufacturers Association (GAMA), billings for general aviation aircraft for the first 11 months of 1976 totaled \$1.1 billion. This was a 17% increase over the same period last year. Delivered were 14,160 units, up 9.6% over the 12,921 delivered during a comparable period in 1975.



DECEMBER 17, THE 73RD
ANNIVERSARY OF FLIGHT

OPEN HOUSE - DIRECTOR'S OFFICE . . . This Thursday, December 23, all Aeronautical Center employees are invited to an open house in the Director's Office, Room 332, Headquarters Building, from 2:00 until 4:00 p.m.



CAFETERIA CHANGES . . . The Headquarters Cafeteria will be closed December 23 and the Warehouse closed December 20. All other locations regularly scheduled hours of operation.



Effective Monday, January 3, 1977, the evening meal will be served in the Headquarters Cafeteria instead of the ARB Cafeteria. This is a permanent change which will provide a more central location to cafeteria customers and will enable the concessionaire to provide improved service.

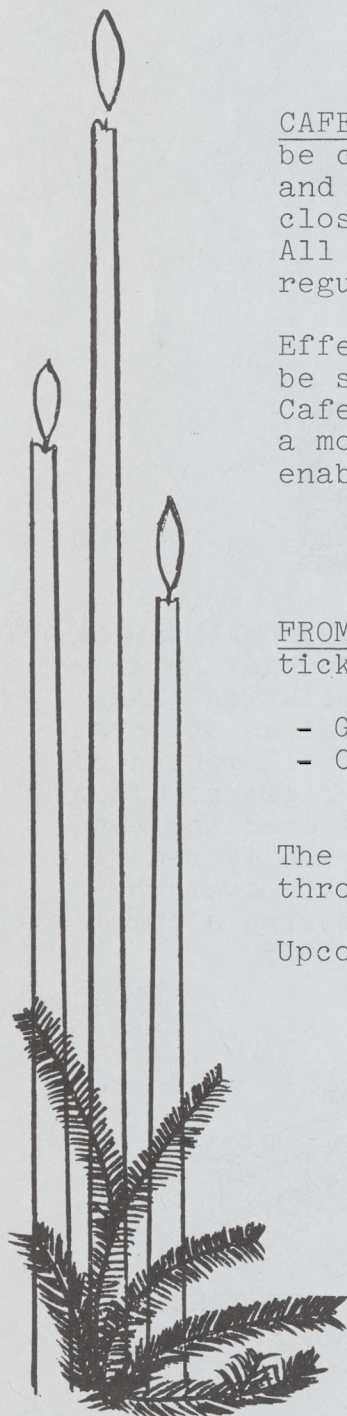
FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at the EA Office:

- Gaslight Dinner Theater - "Any Wednesday"
- Oklahoma City Blazers vs. Tulsa - December 25.
Lower reserve \$3.50, General admission \$2.50

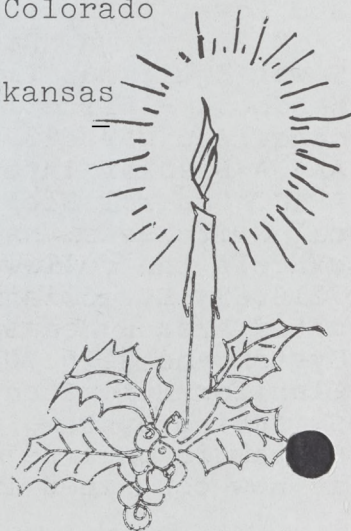
The Book Store will be closed for inventory December 27 through December 30.

Upcoming events: Ski trip to Purgatory, Colorado
January 20-24

Trip to Hot Springs, Arkansas
March 25-27



**Happy
Holidays**



PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: December 29, 1976

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>ACCOUNTING DIVISION</u>		
76-394	Accounting Technician, GS-525-6	AAC-22	525
	<u>PLANT ENGINEERING DIVISION</u>		
76-395	Utility Systems Operator, WG-5406-10	AAC-55	JE-5406
	<u>PROCUREMENT DIVISION</u>		
76-396	Supervisory Procurement Agent, GS-1102-11	AAC-70	1102
	<u>AIRMEN AND AIRCRAFT REGISTRY</u>		
76-397	Supervisory Conveyances Examiner, GS-963-9	AAC-200	963-A
76-398	Conveyances Examiner, GS-963-5 Promotion potential to GS-7.	AAC-200	963-A
	<u>AIRCRAFT SERVICES BASE</u>		
76-399	Aircraft Mechanic Foreman, WS-8852-12	AAC-830	JE-8852
76-400	Aircraft Mechanic, WG-8852-10	AAC-830	JE-8852



MERRY CHRISTMAS

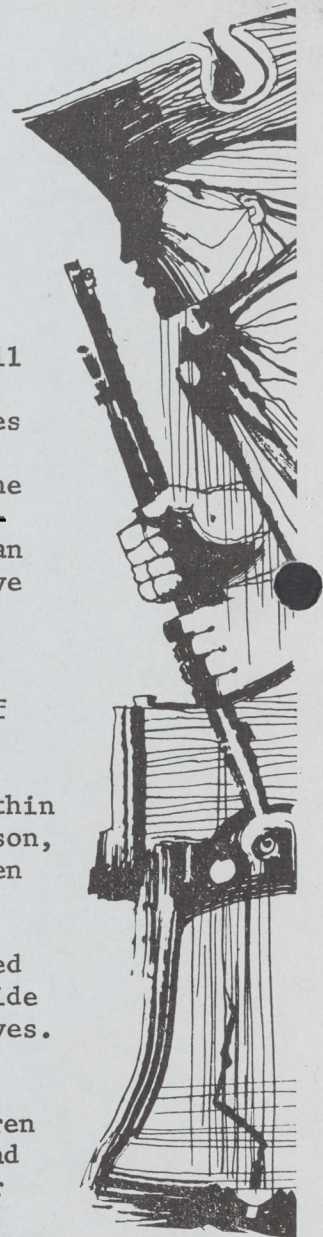
THE PRICE OF FREEDOM...

Lest we forget.....

Have you ever wondered what happened to those brave men who signed our DECLARATION OF INDEPENDENCE?

Well, 5 were captured by the British as traitors and tortured before they died; 12 had their homes ransacked and burned; 2 lost their sons in the Revolution, and another had 2 sons captured; 9 of the 56 fought and died from wounds or hardships of the Revolutionary War.

WHAT KIND OF MEN WERE THEY? Well, 24 were lawyers and jurists; 11 were merchants; 9 were farmers and large plantation owners, educated men of means---But they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured. They signed and pledged their lives, fortunes and sacred honor.....Carter Braxton of Virginia, a wealthy planter and trader, saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts and died in rags.....Thomas McKean was so hounded by the British that he was forced to move his family almost constantly. He served in Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.....Vandals or soldiers looted the properties of Elery, Clymer, Walton, Gwinnett, Heyward, Rutledge and Middleston.....Francis Lewis had his home and property destroyed. The enemy jailed his wife, and she died within a few months.....At the battle of Yorktown, Thomas Nelson, Jr., noted that the British General Cornwallis had taken over the Nelson home for his headquarters. The owner quietly urged General George Washington to open fire, which was done. The home was destroyed, and Nelson died bankrupt.....John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and grist mill were laid waste. For more than a year, he lived in forests and caves, returning home after the war to find his wife dead and his children vanished. A few weeks later he died from exhaustion and a broken heart. Norris and Livingston suffered similar fates.



These were not wild-eyed, rabble-rousing ruffians, but soft-spoken men of means and education. They had security but valued liberty more. Standing tall, straight, and unwavering, they pledged: "For the support of this declaration, with a firm reliance on the protection of Divine Providence, we mutually pledge to each other our lives, fortunes and sacred honor." Thank God for such men. They gave us an independent America! (Author Unknown)

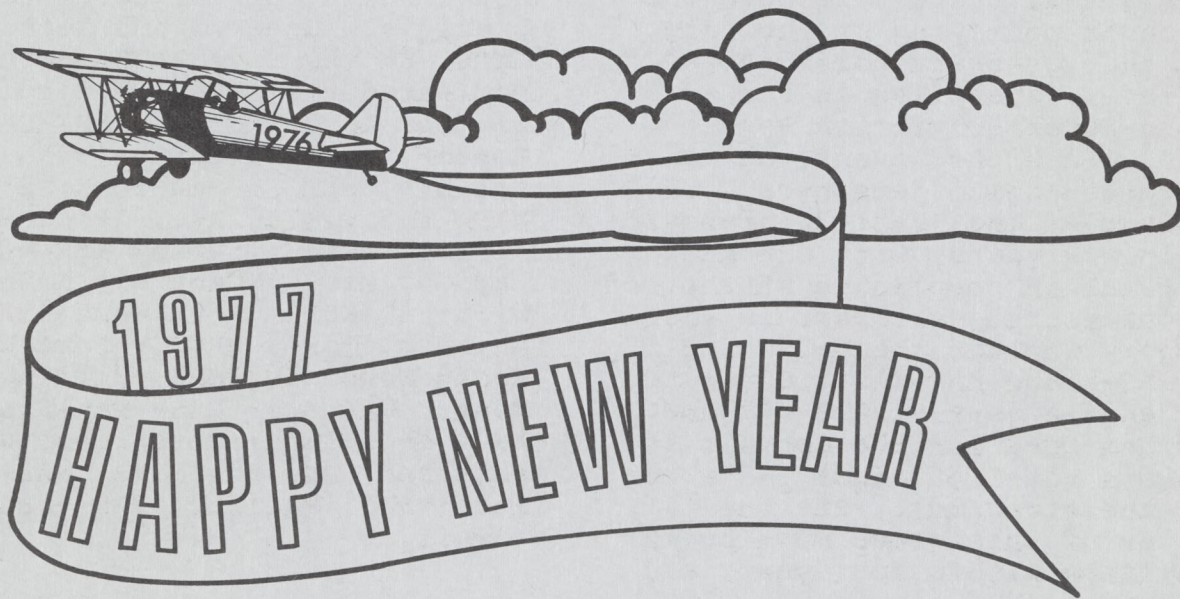


"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

76-52 December 29, 1976



✓ NOISE REGULATIONS ISSUED BY AGENCY

The agency issued regulations last week requiring a phase-out or noise modification over the next eight years of jet aircraft that do not meet Federal noise standards. The action, which affects 75% of the nation's current jet fleet, implements a major provision of the FAA/DOT Aviation Noise Abatement Policy, announced on November 18 by Secretary Coleman and Administrator McLucas. Under the rules, operators of large jet aircraft will have the option of modifying or replacing jets that generate noise exceeding levels specified in Part 36 of the Federal Aviation Regulations. In either event, all two- and three-engine jets over 75,000 pounds must meet Part 36 standards within six years, with one half the total in compliance at the end of four years. Aircraft in this category include the B-727 and 737, DC-9 and BAC-111. Older four engine jets--the B-707 and 720, the DC-8 and the Convair 990 --have a total of eight years to meet the standards. But one quarter of this group must be in compliance within four years and one-half within six years. The rule does not apply initially to foreign-flag airlines or that portion of the U.S. fleet operated on international routes.

Artwork on front cover was designed by Tom Burgett, AAC-43B.

✓ AF AWARDS ANNOUNCED

Two categories of Regional Airway Facilities Sector of the Year Award winners for FY 1976 have been named. The winning sectors from both categories--General National Airspace System and Air Route Traffic Control Center--become nominees for national awards, to be announced in February. Awards are based on availability and reliability of facilities, use of manpower, personnel management, safety, labor management relations, and handling of unique or unusual problems. General NAS Sector winners and the five ARTCC Sectors nominated are: New England: NAS--Windsor Locks, Conn., ARTCC--Boston; Eastern: NAS--Philadelphia, ARTCC--New York; Southern: NAS--Knoxville, Ky., ARTCC--Atlanta; Great Lakes: NAS--Grand Rapids, Mich.; Central: NAS--Wichita, Kan.; Southwest: NAS--San Antonio, Tex., ARTCC--Fort Worth; Rocky Mountain: NAS--Billings, Mont.; Western: NAS--San Francisco, ARTCC--Oakland; Northwest: NAS--Portland, Ore.; Alaska: NAS--Anchorage; Pacific: NAS--Maui, Hawaii.

MATERNITY LEAVE STILL PAID

Civil Service Commission officials say the recent Supreme Court decision that private companies are not required to provide maternity leave sick pay to women employees has no effect on the Federal service. CSC says the government's program of providing paid sick leave for maternity reasons will continue. The Supreme Court decision did not prohibit private employers from granting paid sick leave, but only said this benefit is not required.

December 29, 1976

TRAFFIC UP

Aircraft operations at FAA air traffic control towers increased 6% in fiscal year 1976 over FY 75. There were 62,491,505 aircraft operations in FY 76 compared to 58,934,700 during the previous fiscal year, according to the most recent edition of "FAA Air Traffic Activity Report." Air route traffic control centers handled 23,924,963 IFR aircraft during FY 76. This is 1% more than the 23,585,999 handled in FY 75. Total instrument operations for FY 76 were 28,097,463, an increase of 8% over the 26,063,156 reported for 1975. Flight services at flight service stations showed a small decrease --less than 0.5%; combined station/towers increased 5% and international flight service stations were down 1% from FY 75.

A CAREFUL READING

The Office of Personnel and Training recently issued Change 4 to Order 3430.3A, Evaluating and Improving Employee Performance. APT is gratified that so many employees are reading the directives so carefully. Several employees have already pointed out the printer's error of placing page 1 of appendix 6 on the reverse side of page 1 of appendix 3. Speaking of performance evaluation, APT reminds supervisors that simple courtesy dictates that employees due a performance rating be advised of the time of the performance discussion in advance so they can be prepared, too. Also, supervisors should not forget to advise employees that performance ratings can be reviewed or appealed--it's all in Order 3430.3A.

FAA WOMAN: RHODES SCHOLAR

An FAA part-time employee, Catherine D. Burke, was among the first group of women to win coveted Rhodes Scholarships this month for up to three years of study at Oxford University in England. Miss Burke, a University of Virginia honor student, has spent two summers working in the Office of Personnel and Training and is currently working her second Christmas vacation stint with that office's Classification Branch as a research assistant. She said that not only does she enjoy working for FAA--and enjoy the money which goes toward her college tuition--but also that this experience was a definite asset in winning the scholarship. Besides being an outstanding scholar, she was on the fencing, track and squash teams during her college career. At Oxford she expects to major in Middle Eastern studies and is looking forward to working in the field of political analysis when she finishes her education.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 yrs - PC-38/76 Terminology Officer, P-3, Gross: \$19,670 per annum and net (free of tax): \$14,585 per annum. PC-39/76 Chief, Programme and Budget Officer, P-5, Gross: \$30,540 per annum and net (free of tax): \$21,324 per annum. Applications due in AIA-29 by Feb. 1, 1977. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

LABOR-MANAGEMENT COURSE

A Basic Labor Relations Course appropriate for supervisors and managers is continuously available from the Civil Service Commission's National Independent Study Center in Denver, Colo. This correspondence course is suitable for those desiring basic knowledge of labor-management relations in the Federal government, but is not suitable for experienced LMR specialists or employees who have taken CSC, Management Training School or DOT-sponsored LMR courses. The cost is \$40 per student.

Employees proposed for enrollment in this course are enrolled using the out-of-agency training procedures described in Handbook 3000.6B.



PROPELLER HAZARD ADVICE

An Advisory Circular issued by the agency recently warns of dangers from airplane propellers and helicopter rotors and suggests standard practices to avoid blade-to-person accidents. "With proper education and discipline," the circular says, "those accidents could be reduced to zero." Among the procedures urged for crew and service personnel: using barriers to prevent wandering near aircraft; maintaining manufacturers' paint schemes to increase blade visibility; treating all propellers as though ignition switches are "on"; turning off engines while passengers are getting on or off; proper instruction on techniques for "handcranking" engines; placing warning signs inside aircraft near the doors.



\$\$\$ DISCLOSURE

A notice signed by the Administrator this month describes improvements in the agency's financial disclosure system. A revised and updated list of positions whose incumbents must file annual financial disclosure statements has been submitted for inclusion in the DOT regulations, Part 99. The new list updates the requirement that some 2,000 employees in key positions make the annual financial disclosure. The notice announces the consolidation under the Chief Counsel of review of the disclosures. It reminds employees that the exemption from disclosure, that was previously applicable to certain holdings with market value of less than \$5,000, was revoked last spring. These changes are all consistent with suggestions in the recent GAO report on the FAA's financial disclosure system.

HOME ENERGY SAVINGS TIPS

America's demands for energy have been increasingly rapidly. As a result, there are shortages of some fuels and consumer prices for energy are rising at an alarming rate. But you can save the nation's energy and your money by practicing energy conservation in your home to help ease the demands on the nation's fuel supplies. To aid in the effort, the National Bureau of Standards has published a flyer entitled "Home Energy Saving Tips," which can be obtained from: Consumer Information, Public Documents Distribution Center, Pueblo, Colorado 81009.





NEW EXECUTIVE OFFICER . . . Mr. David B. Carmichael has been selected as the new Executive Office to replace John Hall who recently retired. Mr. Carmichael is presently Chief of the Personnel Management Division in the Southwest Region. He has prior experience in two other regions, plus Washington headquarters, most of which was in the personnel discipline. His career started in the air traffic option at the Miami ARTCC.

CALL FOR TRAINING REQUIREMENTS . . . The Call for Training Requirements for FY-78 will begin in January. All supervisors should begin planning requirements for their employees. Such advance planning should facilitate prompt return of the requirement worksheets and thus allow for a longer review period after the computer printouts are received.

CAFETERIA CHANGE . . . Beginning Monday, January 3, the evening meal will be served in the Headquarters Cafeteria instead of the ARB Cafeteria. This permanent change will provide a more central location to cafeteria customers.

FROM YOUR EMPLOYEES ASSOCIATION:

The EA Book Store will be closed for inventory until Monday, January 3, 1977.

There will be Russell Stover Christmas candy available on sale at the EA office as long as there is some left.

Beginning January 4, the play at the Gaslight Dinner Theater will be "Relatively Speaking."

Upcoming events: Ski trip to Purgatory, Colorado
January 20-24

Trip to Hot Springs, Arkansas
March 25-27



- *-*

HAPPY NEW YEAR

* * * *

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: January 5, 1977

For promotion consideration, including positions advertised with promotion potential, 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 (other than positions with promotion potential), 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>ADMINISTRATIVE SERVICES DIVISION</u>			
76-401	Printing Plant General Foreman, WS-4401-14	AAC-45	JE-4100
	Temporary promotion NTE 1 year.		
<u>AIRMEN AND AIRCRAFT REGISTRY</u>			
76-397	AMENDMENT/Supervisory Conveyances Examiner, GS-963-9	AAC-200	963-A
	Promotion potential to GS-10.		
76-402	Aircraft Regulation Specialist, GS-301-9	AAC-200	301-7
<u>DATA SERVICES DIVISION</u>			
76-403	Data Transcriber, GS-356-4	AAC-340	356
76-404	Peripheral Equipment Operator, GS-332-3	AAC-340	332
	Promotion potential to GS-4.		
<u>FAA DEPOT</u>			
76-405	Sheet Metal Mechanic Leader, WL-3806-11	AAC-440	JE-3806
76-406	Painter, WG-4102-7	AAC-440	JE-4102
<u>FAA ACADEMY</u>			
76-390	Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12 (All Options)	AAC-940	856 or 855

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.

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

76-390 (continued)

A minimum of 1 year of FAA experience is required within the last 6 years as a technician or engineer at an Airway Facilities Sector, a regional Airway Facilities Division, the Washington Office of Airway Facilities Service or in FAA research, development or systems engineering. Applicants selected at the GS-11 level will be eligible for promotion to GS-12 without further competition.

May be required to work one of two 8-hour shifts (0700-1530 or 1530-2400) on a rotation basis.

AIRWAY ENGINEERING SUPPORT DIVISION

76-391	Electronics Engineer, GS-855-13	AAC-1010	800
--------	---------------------------------	----------	-----

Applicants must have 1 year of experience at GS-12 or higher in professional electronics engineering in radar option.

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Edward C. Nowe	Aviation Safety Inspector (Airworthiness-Instruction)	AAC-950	76-156
Paul E. Colley	ATC Spec. (Terminal-Instr.)	AAC-930	76-173
Thomas E. Moody	ATC Spec. (Station-Instr.)	AAC-930	76-197
Nancy A. Murdock	ATC Spec. (Station-Instr.)	AAC-930	76-197
Byron L. Mayberry	Aviation Safety Inspector (Operations-Instr.)	AAC-951	76-225
Aldon J. Maddox	Quality Assurance Spec. (Aerospace)	AAC-820	76-281
Eugene H. O'Dell	Electronics Mechanic	AAC-440	76-330
Florine Crockett	Aircraft Registration Program Officer	AAC-200	76-342
John Starzenski	Electronics Technician	AAC-440	76-345
Emily Grimm	Secretary (Stenography)	AAC-200	76-354
Susan J. Anders	Production Controller	AAC-850	76-357
Elizabeth A. Flinta	Aircraft Regulation Spec.	AAC-250	76-369
Gene R. Fair	Airspace System Inspection Pilot	AFS-510	FINFO-76-61
Jose M. Adams	Supervisory Electronic Tech.	LAX FIFO	FINFO-76-63

