



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-01 January 5, 1977

AGENCIES ASKED TO SAVE ENERGY

In response to a Presidential request to Federal agencies, FAA Headquarters has directed offices, services, regions and centers to implement energy-saving actions that will result in using no more energy in FY 1977 than was actually used in FY 1975. In setting this goal, President Ford also directed the Federal Energy Administration and the General Services Administration to work with agencies in setting individual targets and to identify energy conservation projects. Associate Administrator for Air Traffic and Airway Facilities William Flener called on agency elements to meet the goal "consistent with safety and efficient operations" and said "we must initiate innovative ideas and programs to conserve energy so we can remain within our given limits of consumption."

THE HEAT'S OFF

Tests to monitor radioactivity on high altitude flights, requested by FAA in the wake of recent nuclear bomb explosions in China, indicate that contamination did not constitute a hazard to any passengers, crew members, ground personnel or the general public. Over 100 aircraft, both subsonic and supersonic, were involved in the testing which was conducted by Radiological Assistance Program personnel of the Energy Research and Development Administration. Ground tests, which consisted of checking radioactivity levels on planes that flew into suspect areas, were conducted at destination airports. Also, selected high altitude trans-Atlantic flights carried special equipment to monitor airborne radioactivity.

1976--A SAFE YEAR

Preliminary figures available through December 29 indicate that 1976 was a very good year for aviation safety in the U.S. When we get the final figures, we'll spell it out in more detail, but just now let's take a peek at how we've done. Scheduled air carriers flew an estimated 5.8 million hours during 1976. In all those hours, there were 42 fatalities for an estimated rate of .71 fatalities per 100,000 hours flown. This rate is less than one tenth of the 1974 rate of 8.25 fatalities per 100,000 hours and about a third of the 2.2 rate for 1975. There were three fatal accidents in scheduled air carrier service during 1976, and one of these involved a twin-engine light Cessna being operated as a scheduled air carrier.

POSITION CLASSIFICATION STANDARDS AND APPEALS . . . Employees who have questions about the classification factors bearing on their specific positions can refer to the set of Civil Service Commission Position Classification Standards located in the Aeronautical Center Library and can check out the applicable standard. The Compensation Branch, AAC-15, in the Personnel Management Division, also maintains a complete set of classification standards which may be examined in Room 156, Headquarters Building. All employees should have a copy of their current position description. Any employee who does not have a copy should contact his/her supervisor to obtain one.

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

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

HAZARDOUS WEATHER CONDITIONS . . . Since there is the continuing possibility of emergency weather conditions developing throughout the winter season, all supervisors are advised to review paragraphs 71, 72, and 73 of FAA Handbook 3600.4 and AC Supplement 3, paragraph 5b. These paragraphs deal with excused absence for individual employees, groups of employees, and procedures for group dismissals.

FLYING CLUB MEETING SCHEDULED . . . The January membership meeting of the FAA Flying Club will be Saturday, January 8, at Jerry's Restaurant, Northwest 39th and Council Road. Breakfast will be served at 8:00 a.m. for the early risers and the meeting will start at 9:00 a.m. All members are encouraged to attend and participate. Visitors and prospective members are also welcome.

FROM THE EMPLOYEES ASSOCIATION . . . Tickets to Gaslight Dinner Theater, "Relatively Speaking" - \$8.85 each; Oklahoma City Blazers vs. Tulsa on Saturday Jan. 8; Fishing & hunting licenses. There are still a few boxes of Russell Stover Candy for sale.

January 5, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: January 12, 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>PERSONNEL MANAGEMENT DIVISION</u>			
76-383	*Supervisory Employee Development Specialist, GS-235-13 (For Planning Purposes)	AAG-17	200
76-384	*Supervisory Employee Development Specialist, GS-235-14 (For Planning Purposes)	AAG-17	200
*Pending final grade level determination.			
<u>AIRMEN AND AIRCRAFT REGISTRY</u>			
77-12	Applications Examiner, GS-963-5 Promotion potential to GS-7 without further competition.	AAC-200	963-A

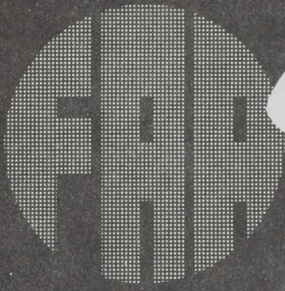
FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: January 19, 1977

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
77-1	*Clerk-Typist, GS-322-4	AFS-580	322
77-2	**Airspace System Inspection Pilot, GS-2181-13	MSP FIFO	2181
77-3	**Airspace System Inspection Pilot, GS-2181-13 (For Planning Purposes)	ATL FIFO	2181

*Area of Consideration: Aeronautical Center and FSNFO

**Area of Consideration: FSNFO-wide



"service to those who fly"

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AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

January 10, 1977

S P E C I A L I N T E R C O M

PROMOTION PLAN ANNOUNCEMENT
For Aeronautical Center Employees Only
GENERAL CAREER OPPORTUNITIES PROGRAM

The positions announced in this special INTERCOM are described in detail in AC 3300.9B, Aeronautical Center Upward Mobility Program, Appendix 1, The General Career Opportunities Program. Employees interested in the positions announced should review this order and attend the briefing session listed below.

Positions to be filled from the selection registers established by this announcement will be bridge positions titled, "General Career Trainee, GS-301-4, 5, 6, and 7." These bridge positions will prepare employees, through training, to enter a target position in a specific occupational series. Target positions may occur in a variety of different occupations; such as Budget Analyst, Management Analyst, Inventory Management Specialist, etc. The target position will normally be a developmental position in an occupation in which the full-performance level is at GS-9 or 11.

An employee selected for a General Career Trainee position will be reassigned (moved in grade) into the position unless the individual is currently in a position above the GS-7 or WG-7 level or the equivalent (these employees must voluntarily request change to lower grade to GS-7). An individual training plan will be prepared for each General Career Trainee at the time of selection.

When the employee successfully completes the individual training plan, he or she may be promoted to the next higher grade in the target occupational series.

ELIGIBILITY. Applicants must have experience (or education which can be substituted) in administrative, professional, investigative, technical or other responsible work which has prepared the applicant to enter these training positions. The minimum amount for each grade level is shown below:

GS-4	2 years
GS-5	3 years
GS-6	3½ years
GS-7	4 years

Distribution: C-8 (AC only);
AFS-500/TES-15 (Info)

January 10, 1977

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Applicants must have served 1 year in FAA, be currently employed at the Aeronautical Center, and occupy a position at or above GS-4 or WG-4.

RANKING. Applicants will be rated by an assessment center. Their assessment center rating will be combined with two factors from their current Performance Evaluation Record (PER) to determine the final ranking on the register. Detailed information on the ranking procedures is contained in AC 3300.9B, Appendix 1, paragraph 9. For positions with special requirements, supplemental registers will be established by deleting the inappropriate area from the assessment center rating or by crediting the applicant's specialized experience.

APPLICATION. The General Career Opportunities Selection Registers established by this announcement will remain in effect for 2 years. The registers will be reopened and announced every 120 days for qualified applicants who have not competed during the previous year. Employees may re compete after 1 year. Employees who wish to apply should submit completed AC Forms 3330-12 and 3330-59 for the position announced at their present grade level. Employees above the GS-7 or equivalent level should submit completed AC Forms 3330-57 and 3330-59 for the GS-7 level position (UM-77-8).

CLOSING DATE. January 18, 1977.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES, & GRADE</u>
UM-77-5	General Career Trainee, GS-301-4
UM-77-6	General Career Trainee, GS-301-5
UM-77-7	General Career Trainee, GS-301-6
UM-77-8	General Career Trainee, GS-301-7

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.

EMPLOYEE BRIEFINGS. Briefings will be held to explain the purpose of the General Career Opportunities Program, the qualifications required, how the assessment center is conducted, how eligible candidates are rated and ranked, how the registers will be established, and how positions will be selected and filled. The briefings will be held in the Auditorium, Headquarters Building, on the schedule shown below. Supervisors should encourage interested employees to attend one of the briefings. The briefings will last approximately 1 hour.

Thursday, January 13, 1977, 8:15 a.m. and 2 p.m.
Friday, January 14, 1977, 10 a.m. and 4 p.m.



"service to those who fly"

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AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

January 10, 1977

S P E C I A L I N T E R C O M

PROMOTION PLAN ANNOUNCEMENT

SECRETARY (STENOGRAPHY) GS-318-5, 6, & 7

FOR AERONAUTICAL CENTER EMPLOYEES ONLY

The importance of secretarial positions at the Aeronautical Center and the turnover rate in the occupation have made it desirable to utilize an Assessment Center Ranking Process and Standing Register for this occupation. The register established by this announcement will be utilized to fill vacancies at the Aeronautical Center for a period of at least one year. The Standing Register will be opened for competition every 90 days to employees who have not been ranked by the Assessment Center during the year.

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

Qualification and Ranking: The minimum qualifications for the positions are described in Promotion Plan Qualification Guide No. 318. Eligible candidates will be ranked by the following factors:

- (1) Education and experience - Maximum 15 points
- (2) Supervisory evaluation - Maximum 10 points
- (3) Awards - Maximum 3 points
- (4) Assessment Center rating - Maximum 70 points

Distribution: C-8 (AC only);
AFS-500/TES-15 (Info)

January 10, 1977

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Application: For promotion consideration, submit completed AC Forms 3330-12 and 3330-59 to AAC-14.

Closing date: January 18, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>QUAL.</u>
SR-77-2	Secretary (Stenography) GS-318-5	318
SR-77-3	Secretary (Stenography) GS-318-6	318
SR-77-4	Secretary (Stenography) GS-318-7	318

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.



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AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-02

January 12, 1977

ADMINISTRATOR THANKS ALL FOR SUPERB SAFETY RECORD

As predicted in last week's INTERCOM, which went to press before the year quite ended, 1976 was a banner year for aviation safety. The story of what was accomplished is best told in a message to all employees from Administrator McLucas who said:

"We have just completed one of the safest years in commercial aviation history and I want to congratulate and thank each and every one of you for your part in that achievement.

"The airlines, with 45 fatalities--most of them in the Virgin Islands accident--had the best safety record in more than 20 years, a record which is all the more remarkable when you consider that 1976 set a new record for the number of passengers carried by the U.S. airlines--about 220 million. The number of fatalities also dropped in business and private flying, from 1280 in 1975 to 1188 in 1976, and that despite the fact that the number of hours flown had increased.

"This remarkable safety record is a most appropriate culmination of a year which included the 50th anniversary of the Air Commerce Act and the 40th year that FAA and its forerunner agencies have been involved in operating the nation's air traffic control system. And it confirms the foresight of those back in the 1920's and 1930's who wisely thought that, because of the need for strong safety standards, the Federal government ought to be involved in the burgeoning field of aviation.

"Safety is a shared achievement, of course, and we cannot take all the credit. But all of you--air traffic controllers, flight service specialists, maintenance technicians, Flight Standards inspectors, as well as those in support roles, had a very definite part to play in establishing last year's safety record. Safety is the result of dedication, attention to detail, and teamwork. So, when there is success, everyone involved can justifiably accept the applause. (See SAFETY, p. 2)

SAFETY (from page 1)

"But, records are fleeting and no guarantee for continued success. They do point up, however, what can be done by hard work and professionalism. So, mindful of your important role in the safe performance of the national aviation system, I urge you to rededicate yourselves to the challenges of 1977, which marks the beginning of the second half century of commercial aviation. Meantime, with 1976 behind us and safely tucked away in history, accept my salute for a superb job of helping to make air travel safer." Besides this message, Administrator McLucas sent a telegram to the nation's air carriers congratulating all concerned for making the year 1976 "in terms of passengers carried, the safest in commercial aviation's 50-year history."

CIVIL RIGHTS GAINS

Among the most satisfying success stories in the agency in the past year was the promotion of Kenneth G. Borrego, a graduate of the "150 Program," to GS-11 assistant chief of the Pierre, S.D. flight service station. He joined the agency in 1970 as a GS-4 predevelopmental air traffic control specialist...The Office of Civil Rights also reports that as of last June 30, 26 major U.S. airlines employed 33,540 members of minority groups, or 13.33% of total airline employees. Female employment stood at 30.95% of the 251,441 total. Three new female and 15 new minority airline pilots were hired in the first half of 1976, bringing the totals for these groups to seven and 368 respectively.

NATIONAL AF SECTOR WINNERS

For outstanding performance in 1976, the Wichita General NAS Airway Facilities Sector and the Atlanta ARTCC Airway Facilities Sector have been named national winners in their respective categories of the Sector of the Year Award. With its award, Wichita becomes the first sector to win national honors two years in a row and also the first to win more than once since the competition began seven years ago. The Director or Deputy Director of the Airway Facilities Service will present a handsome plaque in ceremonies at each sector, and each employee also will receive a personal certificate of accomplishment. The winners were rated on reliability and availability of facilities they maintain, resource and personnel management, and productivity of sector staff.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal, 2 years - PC-40/76 Chief, External Relations Office, P-5, Gross: \$30,540 per annum and Net (free of tax): 25,703 per annum. Applications due in AIA-29 by March 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.



NEW EXEC AT NAFEC

Frank D. Munroe has been named Executive Officer of NAFEC, succeeding the retiring Harold H. Williams. Formerly special assistant to the Center Director, Munroe will supervise seven of NAFEC's 14 divisions: personnel, accounting, budget, logistics, auditing, management systems and security. During the last 16 months, he played a key role in developing plans for NAFEC's new \$45 million technical and administrative complex, for which ground will be broken in about a month. Munroe has served in Headquarters, the Southwest Regional Office and once before at NAFEC as personnel officer in 1958-1962.

STUDYING THE STRATOSPHERE

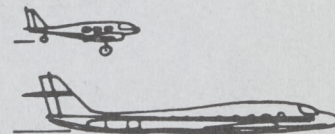
In order to learn what effect high-flying aircraft have on the Earth's protective ozone layer, a study to measure oxides of nitrogen--present in all aircraft engine emissions--and ozone in the stratosphere has been initiated by the agency. The one-year measurement program, to be conducted by York University of Ontario, Canada, will begin next spring in cooperation with the National Oceanic and Atmospheric Administration's Aeronomy Laboratory in Boulder, Colo. Measurements will be made by lofting detection instruments in balloons to a height of 22 miles. The study--part of FAA's High Altitude Pollution Program--will involve the first simultaneous measurement of three types of nitrogen oxides and ozone--an important step in understanding the role of oxides of nitrogen in maintaining the ozone balance.

O'HARE HITS RECORD

A recent report on daily air traffic operations in the U.S. has the notation: "Heavy." The report adds that Chicago's O'Hare International Airport for the first time broke the 700,000 mark for yearly operations (takeoffs and landings). The preliminary 1976 O'Hare total stands at 717,877 operations. While this incredible amount of traffic flowed in and out of O'Hare, delays of 30 minutes or more at the airport sank to an eight-year low--9,318--thanks to the efficiency of the air traffic control system, reliability of hundreds of airway facilities and favorable weather.

FLYING IS BIG BUSINESS

The world's scheduled airlines flew more miles, passengers and freight in 1976 than ever before, achieving the record with an overall 10% increase over 1975. According to the International Civil Aviation Organization, the airlines of its 135 member nations flew 4.75 billion miles and carried 580 million passengers and 10.4 million tons of freight. In addition, more people, on average, were riding in each airplane, as shown by the 2% increase to 61% in the passenger load factor, meaning that percentage of seats was filled. The overall 10% growth compares with a growth of only 5% during 1975. All this is a considerable improvement over aviation's first year, 1903, when an unscheduled aircraft flew approximately 1,200 feet, carried two pilots (one at a time) and no freight.



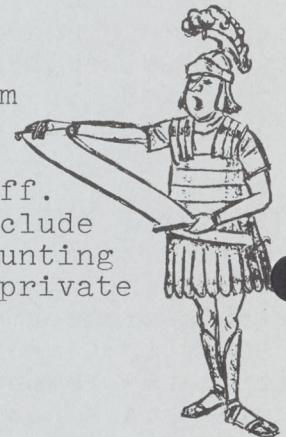
'77 = '75 . . . President Ford has asked all Federal agencies to use no more energy in FY-77 than was actually used during FY-75.



With Oklahoma already experiencing a colder than average winter, it means that the Aeronautical Center will need help from each of us in order to meet that goal. Do your part! Make sure lights are off or turned down when possible. Keep the thermostat as low as possible. Look around your work area to see if we can get the job done in some other manner which will use less energy. Talk to your supervisor to see if he can offer suggestions.

If we all work together (and Old Man Winter relents) we can not only meet President Ford's goal but maintain the Center tradition of excellent performance in energy conservation.

NEW ACCOUNTING CHIEF SELECTED . . . Mr. Eddie B. Worsham has been selected as the new Accounting Division Chief for the Aeronautical Center. Mr. Worsham is presently the Chief, Systems and Procedures Staff. Previous assignments at the Aeronautical Center include Chief, General Accounting Branch and the Cost Accounting Branch. His prior accounting experience includes private industry and the Internal Revenue Service.

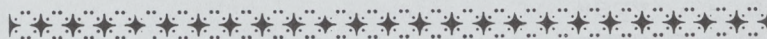


FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available from your Employee's Association Office:

- Gaslight Dinner Theater - "Relatively Speaking" - \$8.85 ea.
- Speedway on Ice - January 13 - \$5.00 ea.
- Duplicating machine - 10¢ a copy

Membership cards for 1977 are now on sale from EA Representatives or the EA Office for \$1.00.

Plan now to join the trip to Hot Springs, Arkansas, March 25-27.



THOUGHT FOR THE DAY . . . Don't be afraid to take a big step if one is indicated. You can't cross a chasm in two small jumps.

January 12, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: January 19, 1977

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<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER-WIDE</u>		
77-14	Clerk-Stenographer, GS-312-4	Aero. Center	312
77-15	Secretary (Stenography), GS-318-4	Aero. Center	318
	<u>AIRMEN AND AIRCRAFT REGISTRY</u>		
77-16	Supervisory Conveyances Examiner, GS-963-9	AAC-254	963-A
	Promotion potential to GS-10.		
	<u>FAA DEPOT</u>		
77-17	Clerk, GS-301-6	AAC-440	300-B
	Temporary promotion NTE 6 months. Requires 2½ years of specialized experience in administrative-type work.		
77-18	Distribution Facilities Specialist, GS-2030-9	AAC-430	2000
77-19	Warehouseman, WG-6907-6	AAC-430	JE-6907
77-20	Materials Distributor, WG-6901-8	AAC-430	JE-6901
77-21	Materials Expediter, WG-6905-7	AAC-430	JE-6958
	Shift work required. Must be able to secure U.S. Government vehicle operator's license for forklift and light/medium vehicles.		
	<u>FAA ACADEMY</u>		
77-22	Cold Type Composing Machine Operator, GS-324-4	AAC-950	324

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENT

Closing Date: January 26, 1977

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-5	Statistician, GS-1530-9	AFS-507	1530
	Promotion potential to GS-11		
	Area of Consideration: FSNFO-wide		

January 12, 1977

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SELECTION LIST	POSITION	LOCATION	ACPP NO.
Norman Harris	ATC Spec. (Terminal-Instr.)	AAC-930	76-173
Lewis E. Maston	" " " "	"	"
Charles Rhoads	" " " "	"	"
Edward F. Landgraf	" " (Center-Instr.)	"	76-174
Loretta Bridgeforth	" " (Station-Instr.)	"	76-197
Gary D. Shankles	Procurement Analyst	AAC-70	76-292
John M. Herron	Aviation Safety Inspector (Airworthiness)	AAC-200	76-293
Bobby Johnson	Warehouseman	AAC-430	76-305
Junior Madkins	"	"	"
Norman Payne	"	"	"
Hector Paz	"	"	"
Thomas N. Guthery	Materials and Equipment Inspector	"	76-355
Rosemary Eidson	Aircraft Records & Scheduling Specialist	AAC-850	76-363
Jack W. Akins	Supervisory Education Spec.	AAC-913	76-365
Virginia P. Swimmer	Aircraft Regulation Spec.	AAC-250	76-369
Raymond D. Sanders	Warehouseman	AAC-430	76-371
Barbara Martin	Payroll Technician	AAC-24	76-374
John D. Allen	Production Controller	AAC-850	76-377



SPECIAL

intercom

DEPARTMENT OF TRANSPORTATION / FEDERAL AVIATION ADMINISTRATION

service to man in flight

Jan. 15, 1977

EXECUTIVE DEVELOPMENT OPEN FOR APPLICANTS

The Executive Development Program is now open for applications from employees who aspire to top management jobs. The program, which began in 1972, has been revised to permit highly individual development for those who are selected. This involves more flexible scheduling of assignments to eliminate frequent trips away from home and regular jobs, as well as a greater voice for candidates in choosing their own assignments and training.

Applicants who enter the program after passing a rigorous selection process begin a period of continuing development, which can extend for several years. Development includes both special work assignments and formal training. The basic aims of development are to broaden the candidates' knowledge of FAA activities and to sharpen managerial skills. Also emphasized is mobility--both geographic and functional. For example, required activities include a four-week regional assignment and a 30-to-90-day assignment in an occupational area different from the candidate's previous experience. Other assignments usually will include, to name a few, a DOT intermodal stint for at least a month; the Management Training School and the FAA Executive School.

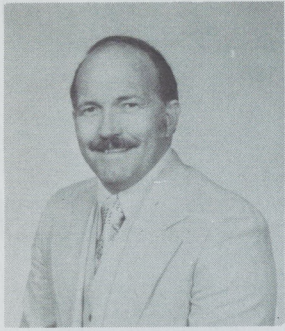
The selection process strongly emphasizes proven managerial ability. Permanent employees in any part of DOT who hold a GS-15 position are eligible to apply, and office/region directors may nominate GS-14 employees who otherwise meet the criteria and who have shown exceptional potential. To apply,

an employee must submit to his or her local personnel office a current SF-171 and Performance Evaluation Record and a letter citing any restrictions on mobility. Non-FAA employees of DOT should send materials to the Departmental Office of Personnel and Training, TAD-14. For full information on the program and application procedure, see Announcement No. APT-76-4028 and Order 3110.13C. The program closes for applications this January 28 and will be reopened periodically.

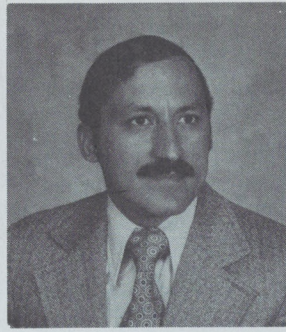
The selection process includes local review by Personnel and the applicant's office or regional director; the National Assessment Center for simulated management exercises; review by the Executive Personnel Board; and final approval by the FAA Administrator and Secretary of Transportation.

Once selected, candidates either remain in their present jobs or move to another management position at the same grade (GS-15), providing a base from which they can begin their developmental assignments. Candidates work out their Individual Development Plans cooperatively with their office or regional director and the Washington office, which has final approval.

Target jobs for the candidates are: region and center deputy director and executive officer; office and service director and deputy; deputy assistant administrator; and region, center and Headquarters division chief. Promotion to a target job is not automatic, but when it comes--based on good performance after selection--it is considered a further development activity, which can lead to a still higher job, all the way to associate administrator or regional director.



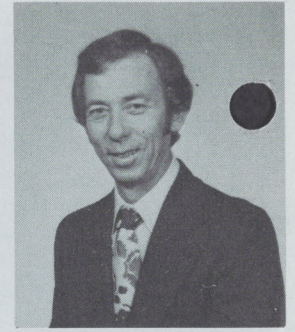
BARLOW



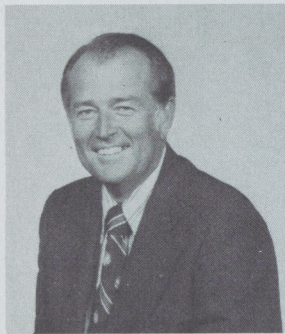
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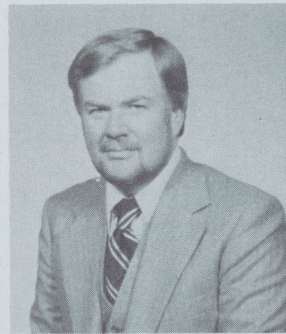
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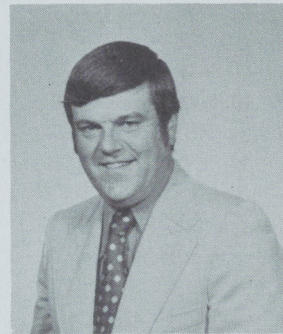
FISHER



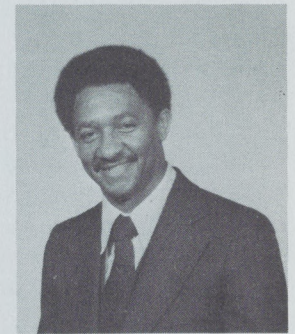
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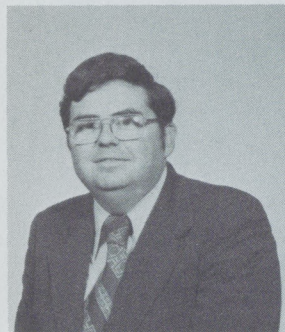
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KENNEDY



MacARTHUR



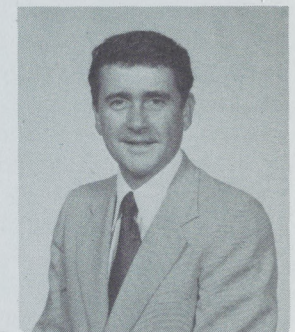
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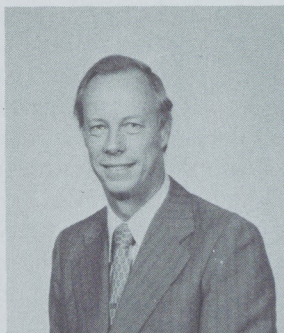
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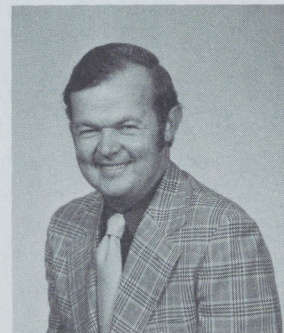
MULLER



O'BRIEN



SEWELL



SPECK

NEW EXEC DEVELOPMENT GROUP TAKE ON CAREER CHALLENGES

Here are brief biographical sketches of the 14 most recently-selected Executive Development candidates.

Wayne J. Barlow--Present job: Chief, Airports Division, Great Lakes Region... Joined FAA in 1959 and served in several field, staff and management positions in the Western and Rocky Mountain Regions.

Juan E. Cruz--Present job: Chief, Analysis and Guidance Branch, Environmental Policy Division, Office of Environmental Quality... Began his Federal career in 1969 at the Naval Air Test Facility, Lakehurst, N.J... Joined FAA in 1970 in Environmental Quality.

James R. Etgen--Present job: Assistant Chief, Automation Engineering Division, Airway Facilities Service...Began career as technician in Sandston, Va., Airway Facilities Sector...Held various technical and supervisory jobs in Eastern Region...Sector Manager, Baltimore, 1971-1976.

Richard L. Fisher--Present job: Sector Manager, Pittsburgh, Penna., Eastern Region...Began FAA career in 1960 as electronics installation technician in the region...Served later as personnel officer; in budget and Flight Standards.

Kenneth S. Hunt--Present job: Chief, Accident Investigation Staff, Flight Standards Service...Early career as air carrier operations inspector, Miami...Moved to Flight Standards Service, Headquarters, in 1964.

Fred H. Jaeger, Jr.--Present job: Chief, Planning Staff, Rocky Mountain Region... Joined FAA in 1961 as management analyst, Installation and Materiel Service... Served later, Airports Service, Headquarters, and Planning and Appraisal, New England Region.

Edmund P. Kennedy--Present job: Assistant Chief, Airway Facilities Division, Rocky Mountain Region...Joined FAA in 1960...Served later as budget/management analyst in N.Y.~ Area Office; also as sector manager, Philadelphia airport.

George A. MacArthur--Present job: Chief, Avionics Staff, General Aviation Division, Flight Standards Service...Joined FAA in 1958...Served in Flight Standards, Western Region, until 1973 when he moved to Flight Standards, Headquarters.

Robert J. McCarthy--Present job: Assistant to Associate Administrator for Administration...Early career with General Services Administration and Dept. of Health, Education and Welfare in personnel...Joined FAA in 1973 as personnel officer.

Homer C. McClure--Present job: Chief, General Aviation/Air Carrier Branch, Flight Standards Division, Central Region...Held several jobs in commercial aviation before joining FAA in 1970 as Flight Standards inspector in Great Lakes Region... Also held Flight Standards positions at FAA Academy.

David F. Muller--Present job: Chief, Nav aids/Radar Facility Branch, Environmental Systems Division, Airway Facilities Service...Joined FAA in 1959...Early career in Airway Facilities, Eastern Region...Served later in research & development.

(Continued next page)

Robert M. O'Brien--Present job: Assistant Chief, Air Traffic Division, Rocky Mountain Region...Began FAA career as controller in N.Y. Center, 1956... Served in Headquarters...Chief, Albuquerque Center, 1970-1973.

John W. Sewell--Present job: Assistant Chief, General Aviation Division, Flight Standards Service...Most of 18-year FAA career as flight inspection pilot and as supervisory pilot...Chief, Tokyo Flight Inspection Group, 1972-1975.

L. Lane Speck--Present job: Chief, LaGuardia Tower...Began his FAA career in 1962 as controller at Newark tower...served as supervisor in N.Y. Common IFR Room... Was branch chief in Air Traffic Division, Eastern Region, before present job.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-03 January 19, 1977

YEAR'S TOP FLIGHT SAVES

Nine people aloft, seven aircraft in trouble, bad weather, equipment failure, disorientation... these were the ingredients which went into the outstanding FAA flight assists of FY 1976.

Eugene Traynor, a controller at the Oklahoma City approach control located at Tinker AFB, suddenly had his hands full when in rapid succession five aircraft of a flight of six F-105 jet fighters inbound to Tinker declared emergencies on November 11, 1975. Electronic problems had occurred in two planes, and five of the six had become critically low on fuel. To make matters worse, the precision approach radar normally used for military aircraft landings was knocked out by a thunderstorm. Traynor coolly responded as the distress calls came in. He handled the five planes simultaneously, vectoring them by use of airport surveillance radar, along with the sixth, to safe landings at Tinker even though poor weather prevented the pilots from seeing each other or the runway until just before landing. Traynor later received the Air Force "Save Award," the first civilian controller so honored. (See SAVES, page 2)

ATC GRADE CLASSIFICATION STANDARDS SET BY CSC

The Civil Service Commission has approved a final classification standard establishing the grades and pay of air traffic controllers. Application of the standard by FAA is expected to have these results:

- Controllers at eight of the nation's busiest facilities will be upgraded to GS-14 with salaries ranging from \$28,725 to \$37,347 per year. Those facilities include five terminals-- New York Common IFR Room, Chicago O'Hare, Atlanta International, Oakland Bay TRACON, and Los Angeles TRACON; and three centers-- Chicago, Cleveland, and New York.
- Approximately 37 air traffic control facilities will be upgraded to levels below GS-14. FAA said that only one facility, Dallas (Love Field), currently has positions at grade levels that are clearly out of line with the standards approved by the Commission. At that facility, 18 full performance controllers and four supervisory controllers could be downgraded if FAA placement efforts are unsuccessful. The agency also indicated that there are approximately three other facilities that are considered (See CLASSIFICATION, page 2)

SAVES(from page 1)

On a night flight in Oregon on April 14, 1976, pilot of a Cessna 205 with one passenger ran into severe icing over the Blue Mountains, began losing altitude and radioed for help. Controllers James Parcell and James Foster at the Seattle ARTCC heard the call and advised the pilot that minimum altitude to stay above obstructions was 7,700 feet. The controllers could not see the plane on radar and the pilot could not maintain the minimum altitude. Listening carefully to the pilot's position reports, the controllers matched his position with terrain shown on aeronautical charts and recommended headings to take the still-descending aircraft away from mountain ridges. Thirty long minutes later, radar contact was made, and the controllers told the pilot that Hermiston, Ore. airport was one mile away at the pilot's 10 o'clock position. The pilot replied that ice was beginning to break off his windshield and he landed safely soon after.

With his son aboard, the pilot of a Cessna 150 over Ohio on July 2, 1975 on what began as a pleasure flight radioed "Mayday" on the international distress frequency, declaring he was lost, critically low on fuel and needed immediate assistance. Lloyal Miller, working the in-flight position at the Zanesville, Ohio, Flight Service Station, answered the call and attempted to begin direction-finding procedures. Because of the airplane's low altitude and the pilot's reluctance to climb due to low fuel, DF contact was impossible, and Miller had to recognize terrain as described by the pilot in order to learn the aircraft's

position. In turn, Miller gave the pilot a route to follow by describing terrain features to him, enabling the airman to make a safe landing, with usable fuel exhausted at the Richard Downing Airport at Coshocton, Ohio. For these three outstanding flight saves, Traynor, Parcell, Foster and Miller will be honored in award ceremonies at FAA Headquarters on February 15. Their flight saves were but three out of 3,058 made by ATC specialists at towers, centers and FSSs during FY '76.

MORE AND MORE WOMEN

The agency's special emphasis program to bring women into the Airway Facilities technical workforce last year showed the largest increase of women in technical positions since the program began in June 1974. During 1976, the number of women in engineering, general facilities and equipment technician and electronics technician categories increased from 65 to 107. In 1974, women in these categories numbered 11.

CLASSIFICATION (from page 1)
"border line" in grade level. The new standard provides for retaining the present grades of controllers at such facilities at least through the implementation phase. Unless there is serious deterioration in the future level of activity at those facilities, it is expected that downgrades will not be necessary. In developing the final standard, the Commission staff consulted frequently with the FAA and the Professional Air Traffic Controllers Organization. The final standard is being sent to FAA and PATCO. FAA intends to implement all controller upgrades within 30 days.

CONCORDE QUIETER

The supersonic British/French Concorde was a little quieter in December according to the monthly FAA report which covered 52 operations at Dulles International Airport. Agency experts say the muffling is due to more efficient operation of the world's first scheduled SST in the colder, heavier winter air. Noise measurements taken at 12 different sites on and around the airport averaged 117.8 EPNdB for takeoff and 114.6 for approach operations during the month. This compares to an overall average since operations began last May of 119.8 on takeoff and 117.9 on approach. The number of noise complaints were also slightly down during December. A total of 91 were received, compared to 95 for the previous month. No sonic booms were recorded by monitoring equipment at the three Coast Guard stations along the Concorde flight tracks.

FAA WORLD'S RETROSPECT

This year's "Year in Review" offers a comprehensive but briefer survey of FAA programs and happenings in 1976. . . Billionaire Howard Hughes died in 1976, but few recall that he was an "Airman Extraordinaire." His aeronautical talent is described by FAAers who worked with him . . . "The Trouble With January" is that it's time to start thinking about income taxes. IRS is playing a new ballgame this year, and WORLD details some of the changes . . . "Our Man In Lima" isn't Alec Guinness but Rene Cardona, who handles a complex job under difficult conditions. . . You'll also find a Word Search, Direct Line, Federal Notebook, Faces and Places and Small World.

THE BETTER TO SEE

Guidance for using a variety of visibility equipment manufactured around the world for airport use is described in the recent publication "Airport Visibility Measuring Systems - Elements of Deployment Cost Analysis," FAA-RD-76-170, prepared by the Transportation Systems Center for FAA. In addition to describing and analyzing visibility equipment, it shows the costs of various equipment that meet existing standards of visibility measurement for aircraft operations at airports. The report presents deployment schedules of FAA visibility measuring equipment through the FY 85 time period. Copies of the report may be obtained from ARD-451, FAA, Washington.

CIVIL ENGINEER WANTED

The Office of International Aviation Affairs, Technical Assistance Division, Western Area Operations Branch, is seeking a qualified candidate for its technical assistance project in Kuwait for the following position: Civil Engineer (Airport), FC-810-10/11 (GS-13/14); Announcement No. AIA-77-3, opening date: 1/12/77; closing date: 2/2/77. Applicants interested in the position should forward an SF-171, Personal Qualifications Statement, and current DOT Form 3430.1, Performance Evaluation Record, directly to: Employment Branch, APT-150, FAA, 800 Independence Avenue, SW, Washington, D.C. 20591.



TRAINING REQUIREMENTS . . . Each Aeronautical Center organization will soon be asked to submit to the Training Branch, AAC-17, its FY 1978 training requirements. Two basic types of training will be identified: agency and out-of-agency. This process begins at the first level of supervision where each supervisor is required to determine the training needs for his or her employees for the coming fiscal year.

The proposed courses are to be coordinated by each Division/Staff Chief and submitted for final approval to AAC-17. Careful planning, particularly for out-of-agency training, is necessary to ensure availability of funds later in the year. Supervisors are required to discuss training needs with their employees at least annually in conjunction with Performance Evaluation Record (PER), and these needs should be reflected in the annual submission from each organization. Employees are urged to be aware of the forthcoming annual submission process so that they can be prepared to assist with the input.

Information about courses and schedules available to employees is contained in the FAA Catalog, 3010.6E, and in various other catalogs, brochures, and listings which are distributed through the training representative in each Division/Staff. Additional information can be obtained from AAC-17, Ext. 4156.

EMPLOYEE AWARDS . . . Congratulations to the following Aeronautical Center employees who received awards during December 1976:

Special Achievement Awards: Charles C. Hall, AAC-442D; Shirley A. Barszewski, AAC-8; Judith Morris, AAC-21; and Emily (Jean) Grimm, AAC-118.

Quality Increases: Edward J. Ondak, TES-15, and Paul I. Reamy, TES-15.

Official Letters of Commendation: Charles D. Forrester, AAC-351; Frank Wilcox, AAC-942D; Ralph Sexton, AAC-942D; Gerald Mikuenski, AAC-942D; John J. McLaughlin, AAC-933C; C. C. Houchens, AAC-931A2; and Clifford Mattos, AAC-931A2.



VRA APPOINTMENT EMPLOYEES . . . In the past, employees serving under the Veterans Readjustment Act (VRS) Appointment could not be considered for competitive promotion above GS-5 or WG-5. This grade level limitation was recently changed by the Civil Service Commission to GS-6 or WG-6; therefore, a VRA employee may now compete (bid) on advertised jobs for which they qualify up to and including GS-6 or WG-6.

January 19, 1977

AIRMEN & AIRCRAFT REGISTRY CHIEF NAMED . . . Mary Sue Prince, Computer Systems Analyst in the Data Services Division, has been named Chief, Airmen and Aircraft Registry, AAC-200. Ms. Prince, at the Aeronautical Center since 1962, recently served as team leader for the National Accounting System.

EEO COUNSELORS SELECTED . . . Three new EEO Counselors have been selected by the Civil Rights Staff to conduct informal counseling with Aeronautical Center employees and applicants for Center employment. These new counselors, their locations and phone numbers are:

Mr. Marcus Laughlin, AAC-54C, Hdq. Bldg. Room 367, Ext. 4572.
Ms. Gloria Ward, AAC-449, Hdq. Bldg. Room 321, Ext. 4583
Ms. Bobbye Gorden, AAC-350, MPB Room 245, Ext. 4105

EEO Counselors selected sometime ago and still serving are:

Mr. Frank Parr, AFS-560, ARB Room B-15, Ext. 4164
Mr. Don Killmon, AAC-931, ANF-1 Room 118, Ext. 4461
Mr. Ira Thomas, AAC-943A, FAA VOR Bldg, ANF-2 Room 13, Ext. 2461
Mr. Alford Mitchell, MTS Adm. Bldg., Lawton, 8-743-6311

Any employee who feels he or she has been discriminated against because of race, color, religion, national origin, age, or sex, must make his/her first contact with an EEO Counselor within 30 days of the alleged act of discrimination.

New EEO posters showing the seven counselors will be placed on all official bulletin boards in February 1977.

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

- Gaslight Dinner Theater - "Relatively Speaking" - \$8.85
- 1977 Oklahoma Hunting and Fishing Licenses
- Midwest Boat, Sport & Recreational Vehicle Show exchange tickets available - January 28, 29, 30 and February 4, 5, 6.
- FAA Business Cards - 250 for \$6.50 and 1000 for \$9.00

Golf Club Annual Meeting

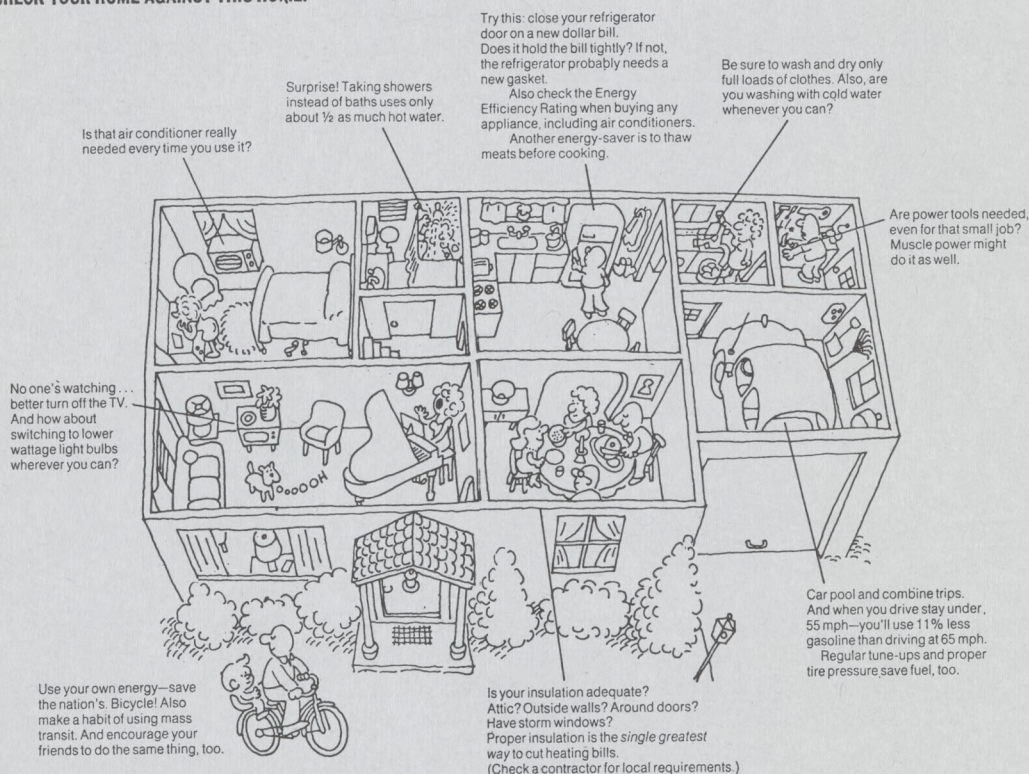
Election of officers will be held at 12:00 January 31, 1977, in the Headquarters Auditorium. Please be on time so we may be as brief as possible. Any nominations may be made at the time or submitted to Ed Shank, AAC-410, prior to the meeting.

USING ENERGY WISELY . . . With this exceptionally cold winter, wise use of energy is imperative. President Ford said: "...I ask each of you to apply our most abundant natural resource--American ingenuity--toward including energy conservation in your life. The goal is not to change our standard of living, but to ensure that, as we enjoy our American way of life, we are not wasteful and that we use our energy resources wisely. Each person has a part to play in this effort."

The wise use of energy is also wise money-management, for it can save on your fuel and electric bills. Here are two examples:

- Each degree above 68° F on your thermostat can add 3% to the amount of energy needed, and a proportionate amount to your heating bill.
- One 100-watt bulb burning for 10 hours uses the equivalent of 1 pound of coal -- you pay for it on your electric bill.

CHECK YOUR HOME AGAINST THIS HOME.



THOUGHT FOR THE WEEK: There is nothing so easy but that it becomes difficult when you do it with reluctance.

January 19, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: January 26, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PLANT ENGINEERING DIVISION</u>		
77-10	Industrial Engineer, GS-896-11	AAC-51	800
	Applicants must have 1 year's experience at GS-9 level or higher in plant layout.		
	<u>AIRMEN AND AIRCRAFT REGISTRY</u>		
77-23	Correspondence Clerk (Typing), GS-309-4	AAC-260	300-B
	<u>DATA SERVICES DIVISION</u>		
77-24	Computer Systems Analyst, GS-334-13	AAC-300	334
77-25	Computer Specialist, GS-334-9	AAC-340	334
77-26	Computer Operator, GS-332-5	AAC-340	332
	Position has promotion potential to GS-7. Must work on rotating shift.		
	<u>FAA DEPOT</u>		
77-17	CANCELLED/Clerk, GS-301-6	AAC-440	
77-27	Supervisory Supply Cataloger, GS-2050-12	AAC-490	2000
77-28	Motor Vehicle Operator, WG-5703-6	AAC-430	JE-5703
	Applicants must be able to secure U.S. Government Vehicle Operators license.		
	<u>FAA MANAGEMENT TRAINING SCHOOL</u>		
77-29	Management Training Clerk (Stenography), GS-301-6	AAC-500	300-B
	Post of Duty: Lawton, Oklahoma		
	Specialized experience must have been in a training organization.		
	Must have 1 year GS-5 level.		

January 19, 1977

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PROMOTION PLAN ANNOUNCEMENTS (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AIRCRAFT SERVICES BASE</u>		
77-30	Quality Assurance Specialist (Aerospace), GS-1910-9	AAC-830	1910
77-31	Production Controller, GS-1152-9	AAC-850	1152
	<u>FAA ACADEMY</u>		
77-32	Education Specialist, GS-1710-12 Temporary promotion NTE 1 year.	AAC-914	1710
77-1	Airspace System Inspection Pilot (Instruction), GS-2131-12/13	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.

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

77-11	Supervisory Electronics Engineer, (Instruction), GS-855-13	AAC-942	800
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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.

The above statement does not apply to present Academy instructors.

TRANSPORTATION SAFETY INSTITUTE (TSI) PROMOTION PLAN ANNOUNCEMENT

TSI-77=1	Transportation Safety Manager (Motor Carrier), GS-301-14	TES-15	301-7
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Area of Consideration: DOT-wide

Closing Date: 02-10-77



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Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-04 January 26, 1977

OPPORTUNITY 76 UPDATE

Just this past week we issued a progress report to you, the employees of the Aeronautical Center, on the Center's Upward Mobility Project for 1976. The report covers the processes used last year and also outlines plans for this year's effort. If you have not had an opportunity to see the booklet, ask your supervisor to make one available to you. Periodic reports of this nature will be prepared to keep you updated on the status of efforts of this nature.

I would like to take this opportunity to thank all of those involved with the Upward Mobility Project for 76 and for making it the success it was, and also ask for the same kind of commitment, dedication, and effort in support of this year's project.

Thomas J. Creswell

THOMAS J. CRESWELL
Director, Aeronautical Center

NEWS FROM WASHINGTON

AIRCRAFT THEFTS DOWN

The number of aircraft and avionics thefts declined significantly last year, according to the International Aviation Theft Bureau. Nevertheless, total losses for the year still amounted to an estimated \$3,311,500. Eighty-three U.S.-registered aircraft valued at a little over \$2.9 million were reported stolen during 1976. This is down from the 98 reported stolen during the previous year. Estimated value of avionics stolen during the year is \$410,664. Of the stolen aircraft, 19 were recovered and returned to their owners. Another 11 were located but could not be recovered because they were taken out of the country beyond the jurisdiction of U.S. law enforcement agencies. The most expensive aircraft reported stolen was a \$250,000 Piper Navajo. The largest single haul of avionics occurred when thieves made off with \$50,000 worth of radios and other equipment.

\$2.7 BILLION FAA BUDGET GOES TO CONGRESS

The President's FY 1978 budget message submitted to Congress last week includes a \$2.7 billion request for FAA, an increase of \$144 million over the FY 1977 total. The budget request provides for 59,177 full-time, permanent positions in FAA, a net increase of 951 positions over FY 1977. The funding categories are: Operations (salaries and other expenses)--\$1.8 billion; Facilities, Engineering and Development (aircraft safety, environmental protection, aviation medicine)--\$18 million; Operation, Maintenance, Construction, National and Dulles Airports--\$27.3 million; Grants-in-Aid for Airports--\$550 million (of this, only \$475 million can be obligated for grants in FY 1978); Facilities and Equipment (radar, automation, air navigation, ATC facilities)--\$212.6 million; Research, Engineering and Development ("R&D")--\$85 million.

SE HABLA ESPAÑOL AQUÍ

A Spanish-language version of "Sites for Public Airports" has been published by the Office of Airports Programs to inform Hispanic Americans of their legal rights when displaced by an airport development project. Entitled "Sitios Para Aeropuertos Publicos," the 18-page pamphlet answers basic questions about property acquisition such as appraisal procedures, determination of fair market value and the property owner's right to legal counsel during negotiations. It explains procedures used when public airports acquire property through the power of eminent domain in cases where the airport owner and property owner cannot reach agreement. It also discusses relocation assistance.

FOLLOW THAT HIGHWAY

The pilot assured controllers at the Cleveland en route center that he was instrument rated, but he refused to climb to his assigned altitude. Apparently badly disoriented and sometimes screaming into the mike, he told controllers that he would lose control of the airplane if he got into the clouds. Controllers didn't argue. They instructed the disconcerted pilot to keep the ground in sight and follow a four-lane highway to a nearby airport. Although radar contact was intermittent because of the single-engine plane's low altitude, controllers led the lost airman right to the airport, giving him directions so the runway was precisely in front of him and he couldn't miss seeing it. Shook up, but still alive, he landed safely at Bradfield Airport in Barnesville, Ohio....

During December, 266 flight assists were reported--113 by flight service stations, 111 by towers and 42 by centers. There were a total of 547 people reported on board the aircraft involved. There were 142 pilots assisted by use of radar, 93 assisted with DF, 68 with VOR orientation and 23 by use of geographical references. During calendar year 1976, 3,058 flight assists were reported--1,332 by flight service stations, 1,245 by towers and 481 by centers. Aboard the aircraft involved in these "saves" were a reported total of 5,118 people.

CANCELLATION OF AAF ORDERS

The following Airway Facilities orders are cancelled and will be reflected in the next edition of the FAA Directives Checklist: 3450.23, Test Program to Automate the Retrieval and Evaluation Process of AF Employee Suggestions; SM 3700.2, Systems Maintenance Service Equal Employment Opportunity Action Plan.

SMOKE DETECTORS

Installation of smoke detectors in FAA-owned employee housing is under active consideration by the agency and may be accomplished this year. A proposed change to the agency order on housing (4660.1, chapter 6) would require installation at government expense of the alarm devices. For single-story houses, a single device would be used; in two-story houses, two devices might be used. The proposed requirement affects some 800 housing units in Alaska, the Canal Zone, Virgin Islands, the Pacific and several western states.

AIRPORT CORNUCOPIA

The number of civil and joint-use landing facilities in the U.S. and its possessions showed a net increase of 519 in 1976, bringing the year-end total to 13,770. An increase in privately-owned landing facilities accounted for the majority of the gain. These were up from 8,678 in 1975 to 9,103 in 1976. Publicly-owned facilities increased from 4,573 in 1975 to 4,667 in 1976 for a gain of 94. Included in the 1976 year-end total were 11,555 airports, 1,674 heliports, 500 sea-plane bases and 41 STOLports/STOL runways. Also included were 42 airports in the U.S. possessions and territories, of which 23 were in Puerto Rico, 4 in the Virgin Islands and 15 in the Pacific. The 1976 increase was achieved despite the abandonment of 296 landing facilities during the year. Texas continues to lead all states with 1,217 landing facilities, followed by Illinois with 867, California with 804, Alaska with 762, Pennsylvania with 644, Ohio with 558, New York with 496 and Michigan with 421. Lighted runways are provided at 4,362 locations and paved runways at 5,106. So, Happy Landings.

HATCH ACT CHANGE?

Bills have been reintroduced in the House and Senate to revise key features of the Hatch Act. Similar to the bill that was vetoed by President Ford last year, the new measures stand a good chance of eventual passage. The proposed legislation includes provisions to:

- permit Federal employees to run for office and participate in partisan political campaigns;
- prohibit political campaigning in Federal buildings;
- prohibit all forms of political pressure or coercion directed at government workers;
- retain existing Hatch Act provisions for employees in sensitive positions in the Justice Department, Internal Revenue Service and CIA.

MEMORIAL EDUCATION FUND

The Robert Horonjeff Memorial Fund has been established at the University of California to underwrite a fellowship program in air transportation. Professor Horonjeff, who died November 29, 1976, was an advisor to CAA/FAA since 1950 on a variety of matters which shaped today's air transportation system. He also taught classes in the Air Transportation Systems Specialist program at the University of California-Berkeley where he was both friend and mentor to many agency employees. Employees wishing to donate to the fund may send checks, annotated with "Horonjeff Memorial Fund" and payable to the University of California-Berkeley Foundation, to: North Gate Hall, University of California Development Office, Berkeley, Ca. 94720. Donations are tax deductible.

GOT AN EXTRA PIPER CUB?

The National Air and Space Museum in Washington is looking for someone to donate an authentically restored Piper J-3 Cub for display in the new museum. The general aviation gallery will be revamped this year and more emphasis will be placed on light aircraft such as Cubs and Aeroncas which put more people in the air than any other planes in aviation history. The museum assures that the person who donates the Cub will have his or her name prominently displayed with the airplane. If you're interested and able to contribute a little piece of aviation immortality, contact Robert C. Mikesch, Associate Curator, National Air and Space Museum, Washington, D.C.

IFR TRAFFIC FORECAST

The number of aircraft flying under instrument flight rules handled by FAA air route traffic control centers is forecast to increase from the actual count of 23.9 million in FY 1976 to 39.2 million in FY 1988, according to the agency's latest "IFR Aircraft Handled" report. Air carrier traffic is forecast to show modest growth, while IFR general aviation and air taxi traffic is expected to increase substantially. In 1976, air carrier departures totaled 4.6 million; 1988 is forecast at 6.6 million. For general aviation, the figures are: 2.6 million and 5.8 million; air taxi is 668,000 and 2 million. Military IFR traffic is expected to decline slightly, from 1.5 million departures in 1976 to 1.4 million in 1988.

January 26, 1977

VOLUNTEERS NEEDED . . . The Vision Research Unit in CAMI needs ten individuals with defective color vision to participate in a vision study of the effect of the X-Chrom (red-tinted) contact lens on perception of color coded displays. The X-Chrom lens is worn on one eye, with or without spectacles. Participants will be evaluated for a total of eight hours over a three-month period in 1977. Those who are interested in participating in this study and suspect that they have defective color vision, contact Mr. John Vaughan, Ext. 4861, for additional information.

ATTENTION ALL FLIGHT CREW MEMBERS . . . The Quarterly Aeronautical Center Flight Safety Meeting is scheduled for 1:30 p.m. today, January 26, 1977, with a repeat session at 9:30 a.m. tomorrow, January 27. The meetings will be held in the Headquarters Building Auditorium and will feature an excellent film on wind shear and briefings by the OKC FSS and the OKC RAPCON. All flight crew members are urged to attend one of the sessions.

EMPLOYEE PARKING--REMINDER . . . A recurring problem concerns employees parking in VISITOR and 1-HOUR spaces. No employee should park in a VISITOR space, whether on duty or "visiting" while on leave. Furthermore, the employee's family or friends should not park the registered vehicle in a VISITOR space when they come to the Center. Guards have no way of knowing either the purpose for the visit or the status of the operator if there are decals on the vehicle's bumpers.

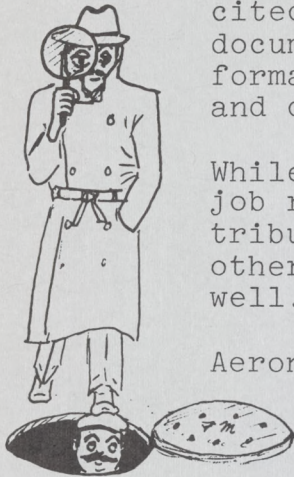
Registered vehicles should be parked either in 1-HOUR spaces (when visiting the Credit Union, cafeterias, offices, etc.) or general parking. Employees are encouraged to restrict usage of their personal vehicle when conducting business around the Center; thus, minimizing the risk of not finding an available and convenient parking space. This policy is necessary to control and conserve our parking spaces for our employees and for the many visitors we receive at the Center.

COFFEE PRICE INCREASE . . . As everyone knows, coffee prices have increased considerably in the recent past, and further increases are expected in the future. Because of this, the cafeteria concessionaire has been forced to increase coffee prices in all Aeronautical Center cafeterias. Effective January 31, 1977, coffee prices will be as follows:

Small cup (6 oz.)	15¢
Large cup (10 oz.)	25¢

Minor price adjustments have been made in other menu items which will also be effective January 31, 1977.

SUPER SLEUTH AWARD . . . Leo T. Epperson, Computer Specialist in AAC-300, received the Boole & Babbage, Inc., "Super Sleuth Award," a Cross pen and pencil set. Mr. Epperson was cited for his superior effort in finding, correcting, and documenting a malfunctioning component of a computer performance measurement program used by Data Services Division and distributed on a worldwide basis by the firm.



While his work in this area was directly related to his job responsibilities at the Aeronautical Center, his contribution will potentially result in savings not only to other government agencies but to the private sector as well.

Aeronautical Center quality workmanship shows again!

SPILLED TYPE . . . Apologies to Marisue Prince, new chief of AAC-200. In the announcement of her selection in last week's INTERCOM, her name was misspelled.

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

- Gaslight Dinner Theater - "Relatively Speaking" - \$8.85
- 1977 Oklahoma Hunting and Fishing Licenses
- Midwest Boat, Sport & Recreational Vehicle Show exchange tickets available - January 28, 29, 30 and February 4, 5, 6
- Magic Kingdom Club cards available for Disneyland and Disneyworld.
- FAA Business Cards - 250 for \$6.50 and 1000 for \$9.00

The Golf Club will hold their election of officers at 12:00 noon on January 31, 1977, in the Headquarters Auditorium. Please be on time so we may be as brief as possible. Any nominations may be made at the time or submitted in advance to Ed Shank, AAC-410.

THOUGHT FOR THE DAY . . . James Barrie said, "It is not in doing what you like, but in liking what you do that is the secret of happiness."

January 26, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: February 2, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>OPERATIONS STAFF</u>		
77-35	Clerk-Typist, GS-322-3	AAC-8	300-2
	Position has promotion potential to GS=4 without further competition.		
	<u>FAA DEPOT</u>		
77-36	Electronics Technician, GS-856-9	AAC-440	856
	Must have had 1 year experience working on Nav aids equipment.		
	<u>AIRCRAFT SERVICES BASE</u>		
77-37	Aerospace Engineer, GS-861-7	AAG-840	800
	Position has promotion potential to GS=12 without further competition.		
77-38	Electronics Engineer, GS-855-5	AAG-840	800
	Position has promotion potential to GS=12 without further competition.		
77-39	Engineering Draftsman, GS-818-4	AAG-840	818
	Position has promotion potential to GS-6 without further competition.		

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENT

FSNFO=77=4	Aviation Safety Inspector (Airworthiness), GS=1825-13	AFS-580	1825
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Area of Consideration: FAA-wide
Closing Date: February 15, 1977

UNDERSTANDING ENERGY—a brief glossary

Chemical energy.

Energy stored in molecules, such as in fossil fuels.

Crude oil or "crude".

Petroleum in its natural state.

Electricity.

Energy derived from electrons in motion. Electrical energy can be generated by friction, induction, or chemical change.

Energy.

The capacity to perform work.

Fossil fuels.

Fuels derived from the remains of carbonaceous fossils, including petroleum; natural gas; coal; oil shale (a fine-grained laminated sedimentary rock that contains an oil-yielding material called kerogen); and tar sands.

Geothermal energy.

Energy extracted from the heat of the earth's interior.

Hydropower energy.

Energy created by falling or moving water.

Kinetic energy.

Energy possessed by objects in motion.

Nuclear energy.

Energy, largely in the form of heat, produced during nuclear chain

reaction. This thermal energy can be transformed into electrical energy (see "Power").

Potential energy.

Energy that is stored in matter because of its position or because of the arrangements of its parts. Examples include the tension of a spring, water stored behind a dam, or chemical energy such as that contained in fuel.

Power.

The capacity to exert energy, usually the rate at which work is done. Power commonly is measured in units such as horsepower or kilowatts. Most bulk electric power is generated in this country by converting chemical energy to thermal, then mechanical, then electrical energy in steam, gas turbine or large diesel power plants, all requiring coal or petroleum resources. A lesser amount is generated by nuclear power.

Solar energy.

Energy radiated directly from the sun.

Thermal energy.

A form of energy whose effect (heat) is produced by accelerated vibration of molecules.

Wind energy.

Energy derived from the wind.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-05

February 2, 1977

GOOD ADVICE ON ATC

FAA Air Traffic officials say "very useful and worthwhile" work is being done by the Air Traffic Procedures Advisory Committee, which held its sixth meeting recently. The committee was established in November 1975 to study, clarify and standardize ATC terms and procedures. The committee, composed of highly experienced members of the aviation industry, made 84 recommendations in its first five meetings and closed out 57 following satisfactory responses by FAA. Further action is being taken on the remainder by AT staffers. In addition to scrutinizing the Air Traffic Procedures Handbook (7110.65) for any needed clarifications, the committee is examining the Airman's Information Manual, Part 1, to be sure that FAA is telling pilots and controllers the same things about air traffic control. The committee will convene again April 26-29. Meetings are open to the public and are held in the FAA Headquarters building.



AREA NAVIGATION POLICY ANNOUNCED BY AGENCY

Administrator McLucas has approved the concept of area navigation (RNAV) and outlined a plan to bring about its use in the national airspace system. RNAV is based on the use of small airborne computers which process signals from existing ground navigation aids and automatically chart whatever course a pilot desires to fly. Under the present VOR system, pilots must fly direct routes between ground stations. The more flexible area navigation would benefit both aviators and the ATC system. The Administrator said RNAV equipment will not be required in the near future to operate in the ATC system. He said the following steps in the plan will be closely coordinated with airspace users:

- Eliminate existing RNAV routes which do not meet user requirements.
- Establish on a case-by-case basis RNAV routes with their accompanying RNAV transition segments.
- Promote the establishment of RNAV approaches at non-instrumented airports.

(See RNAV, page 2)

EXEC PAY RAISE POSSIBLE

Substantial pay raises for top-level GS employees were proposed by former President Ford in his budget message and will become effective February 16 unless disapproved by either the House or Senate. The proposal would remove the present \$39,600 salary ceiling, which begins at Step 7 of GS-15, and raise the limit to \$47,500. Also increased would be pay of members of Congress, Federal judges and political appointees, up to \$57,500. For GS executives, pay scales would look like this:

GS-15, steps 7 through 10:
 \$40,545; \$41,671; \$42,797;
 \$43,923. GS-16, steps 1 through 6:
 \$39,629; \$40,950; \$42,271;
 \$43,592; \$44,913, \$46,234 (the remaining steps at the \$47,500 limit). GS-17, step 1: \$46,423 (remaining steps at the limit). GS-18: \$47,500.

PLANE HITS ATC TOWER

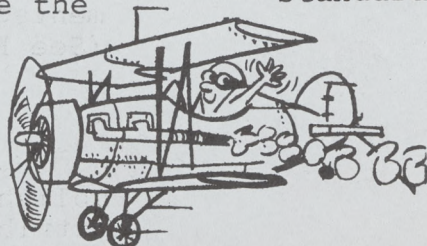
A single-engine plane attempting an instrument landing in fog grazed the top of the Olympia, Wash., airport control tower and crashed on the runway, killing the pilot just after 7 p.m. last Thursday. The single controller on duty in the tower was not injured and damage to the tower was minor. The plane, with only the pilot aboard, struck two lightning rods and part of the air conditioning unit atop the tower cab. The tower, which normally closes at 8 p.m., was immediately checked out by maintenance technicians from the Olympia Airway Facilities Sector and resumed service the next morning.

SECRETARY SWORN IN

Brock Adams, 50, was sworn in as the fifth Secretary of Transportation in ceremonies at the White House on January 23. Adams, who resigned from the U.S. House of Representatives to accept the DOT post, took the oath simultaneously with seven other members of President Carter's new cabinet. The new Secretary was born in Atlanta but reared in Iowa, Oregon and Washington. After two years in the Navy, he enrolled at the University of Washington, where he was graduated summa cum laude in 1949 with a degree in economics. He received a law degree from Harvard Law School in 1952 and then entered private law practice until 1961 when he became U.S. Attorney for the Western District of Washington State. He was first elected to Congress in 1964, becoming a member of the Subcommittee on Transportation and Commerce and chairman of the House Budget Committee. He also served on the National Transportation Policy Study Commission. Adams is married and has four children.

RNAV from page 1)

- Establish a program to educate pilots, air traffic controllers, flight service specialists and flight standards specialists about RNAV.
- Develop a national waypoint system to help pilots select direct routes.
- Develop and promulgate RNAV avionics minimum performance standards.



February 2, 1977

ESTABLISHMENT OF CAFETERIA BOARD OF DIRECTORS . . . Recently a Cafeteria Board of Directors was established to oversee the operation of the Aeronautical Center cafeterias. The objective of this Board is to achieve the best possible food service at the Aeronautical Center. In order to accomplish this objective, the Board has been assigned the following major responsibilities:

- Serve as the Center's primary point of contact with the cafeteria concessionaire.
- Establish all policy relating to the cafeteria service.
- Solicit and evaluate comments from employees and students as a means of identifying good and weak points in the cafeteria operation.
- Meet at least quarterly with the concessionaire to review the cafeteria operation and deal with comments received from employees and students.
- Approve changes to equipment, food, and services proposed by either FAA or the concessionaire.
- Use innovative techniques in taking action to insure that food needs of employees and students are met.

In order for the Board to accomplish its assigned objective, comments from employees and students are essential. To insure proper handling of all comments, contact points have been established as follows:

Employees: Labor Relations Branch, AAC-16, Ext. 2638

Students: Student Relations, AAC-910A, Ext. 4447

Aeronautical Center employees and students are encouraged to submit their comments, suggestions, and/or questions regarding the cafeteria food service to these offices.



ANNUAL LEAVE SCHEDULED IN ADVANCE . . . At the end of every leave year there are always a number of employees who face the possibility of forfeiting leave due to individual circumstances. One requirement which must be met in order for forfeited annual leave to be restored is that the annual leave must have been scheduled and approved in advance.

Paragraph 15e of FAA Handbook 3600.4, Absence and Leave, states:



Annual leave scheduled in advance means annual leave requested and approved in writing before the start of the third biweekly pay period prior to the end of the leave year. While the above cut-off date is applicable only to those situations involving the possible forfeiture and restoration of annual leave, management and employees should not wait until this date approaches to schedule annual leave. Positive action should be taken to assure that annual leave is scheduled for use during the year so as to avoid significant accumulations of USE or LOSE leave near the end of the leave year. If an exigency occurs during the year that results in the cancellation of leave, action must be taken to reschedule the leave for use before the end of the year to avoid forfeiture.

There are two means by which annual leave may be scheduled and approved in advance. One is Standard Form 71, Application for Leave, and the other is FAA Form 3600-16, Leave Chart for 1977 Leave Year. After employees have scheduled their annual leave discuss the schedule with all employees concerned. It is recommended that the supervisor initial and date the schedule to indicate approval. Changes in individual schedules should be initialed by the supervisor after approval.

If an employee is currently on sick leave or begins a period of extended sick leave which is expected to continue for the entire leave year, the supervisor has the responsibility to schedule all "USE OR LOSE" leave for the employee.

Information concerning scheduling and restoration of annual leave may be found in FAA Handbook 3600.4, Absence and Leave, Chapter 2. Specific questions regarding this subject may be directed to the Labor Relations Branch, AAC-16, Room 155 Hdq. Bldg., Ext. 2638.

EMPLOYEE AWARDS . . . Gerald W. Hill, AAC-950, received a Quality Increase Award; and Cecil A. Welch, AAC-950, and Anna M. Morgan, AAC-940, received Special Achievement Awards which were presented during the Academy's staff meeting Tuesday, January 18, 1977.

BY THE NUMBERS

The agency has released a new "Statistical Handbook of Aviation" together with two other statistical publications providing additional data on air traffic activity and the civil aircraft fleet. The "FAA Air Traffic Activity Report, Fiscal Year 1976" contains activity data and rankings for all FAA-operated towers, flight service stations and air route traffic control centers. It shows that the en route centers handled 23 million instrument movements during FY 1976 and that control towers logged 62 million takeoffs and landings during the same period. Current figures on the total registration of the U.S. civil air fleet are contained in the "1975 Census of U.S. Civil Aircraft." The "FAA Statistical Handbook of Aviation, Calendar Year 1975" offers current and historical information on FAA appropriations and personnel; aircraft operations; numbers of passengers; tons of cargo and mail; and accidents.

NEW VETERANS RULES

Applicants for Federal civil service jobs will no longer be entitled to peacetime veterans preference if they entered military service after October 14, 1976. However, those who enlist after that date and become disabled or serve in future campaigns will continue to receive veterans preference. The Veterans Education and Employment Assistance Act of 1976, signed October 15, established benefit programs for the post-Vietnam era and fixed termination dates for veterans benefits associated with the Vietnam era.



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

- Gaslight Dinner Theater - "Relatively Speaking" - \$8.85
- 1977 Oklahoma Hunting and Fishing Licenses
- Midwest Boat, Sport & Recreational Vehicle Show
Exchange tickets available - February 4, 5, 6
- Magic Kingdom Club cards - Disneyland and Disneyworld
- Duplicating machine - 10¢ per copy

OKLAHOMA CITY URBAN LEAGUE

30th Annual Meeting Dinner
Saturday, February 12 Skirvin Plaza Hotel

Speaker: The Honorable Benjamin Hooks
Federal Communication Commission

Tickets available from EA Office. . . \$10.00

February 2, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: February 9, 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.
77-42	<u>AERONAUTICAL CENTER COUNSEL</u> Clerk-Stenographer, GS-312=4	AAC-7	300-2
77-43	<u>AIRMEN AND AIRCRAFT REGISTRY</u> Chief, Support Section, GS=301=7	AAC-250	301=7
77-44	<u>FAA DEPOT</u> Inventory Management Specialist, GS-2010=7	AAC-480	2000
77-45	Freight Rate Assistant, GS-2131=5	AAC-430	2131

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Robert C. May	ATC Specialist (Terminal-Instruction)	AAC-930	76-173
Lawrence L. Bicknell	ATC Specialist (Terminal-Instruction)	AAC-930	76-173
Robert C. May	ATC Specialist (Terminal-Instruction)	AAC-930	76-173
Larry L. Welsh	ATC Specialist (Terminal-Instruction)	AAC-930	76-173
James K. Buckles	ATC Specialist (Center-Instruction)	AAC-930	76-174
Robert M. Reeder	ATC Specialist (Station-Instruction)	AAC-930	76-197
Eugene K. Anderson	ATC Specialist (Station-Instruction)	AAC-930	76-197
Dick W. Sampson	Electronics Technician (Instruction)	AAC-940	76-198
Ernest J. Misek	Electronics Technician (Instruction)	AAC-940	76-198
Larry W. Ferguson	Sheet Metal Mech. (Aircraft)	AAC-830	76-286
Gerald W. McAllister	" " " "	"	"
Judith A. Thornberg	" " " "	"	"
Roy J. Wilson	" " " "	"	"

February 2, 1977

- 7 -

SELECTION LIST (continued)	POSITION	LOCATION	ACPP NO.
Robert L. Hahn	Sheet Metal Mechanic (Aircraft) Foreman	AAC-830	76-308
Doris L. Lewis	Clerk-Stenographer	AAC-850	76-319
James L. Lenning	Supply Clerk	AAC-430	76-344
Ralph D. Sexton	Electronics Engineer (Instruction)	AAC-942	76-348
Marisue C. Prince	Chief, Airmen and Aircraft Registry	AAC-200	76-351
Louis W. Mitchell, Jr.	Supervisory Aviation Standards Specialist	AAC-825	76-356
Eugene L. Anderson	Supervisory Airplane Pilot	AAC-825	76-358
Juanita M. Seeley	Accounting Clerk	AAC-20	76-361
Gary Shankle	Electronics Technician	AAC-440	76-370
Theodore Anderson	" "	" "	" "
Donald L. Lumry	Quality Assurance Spec. (Aerospace)	AAC-830	76-376
Earl F. Mahoney	Chief, Airmen Certification Branch	AAC-260	76-381
Adrean G. Johnson	Aircraft Maint. Clerk	AAC-850	76-382
Betty M. Ray	Inventory Mgmt. Spec.	AAC-480	76-387
Lois L. Theimer	" " "	" "	" "
Marilyn K. Hampton	Correspondence Clerk (Typing)	AAC-250	76-393
Elmer E. Stephens	Utility Systems Operator	AAC-55	76-395
Melba G. Burns	Supervisory Conveyances Examiner	AAC-200	76-397
Betty F. Martin	Conveyances Examiner	AAC-200	76-398
Carol J. Zwirtz	Aircraft Regulation Spec.	AAC-200	76-402
Vicky E. Williams	Data Transcriber	AAC-340	76-403
Bruno Scime	Aircraft Mechanic Foreman	LAX FIFO	FINFO-76-64
Kenneth T. McKim	Airspace System Inspection Pilot	BTL FIFO	FINFO-76-69
Joe W. McGuire	Aircraft Mechanic Foreman	ATL FIFO	FINFO-76-70

HABIT...

It's very much a part of the way you live.
And very much a part of the way you drive.



That's the trouble. Because there are good driving habits, and there are bad driving habits.

If an accident happened every time a driver did something unsafe, there wouldn't be any bad driving habits.

All too often, though, a driver gets away with something. So he does it again. And he gets away with it again. And again.

Until that unsafe practice becomes a habit. A bad habit that might eventually cause a serious accident.

But good driving can be just as habit-forming as bad driving. If you do something the right way often enough, before you know it—it's a habit.

Here are some ideas to help you get in the habit—the good driving habit.

HOW TO GET RID OF BAD HABITS

The best way to get rid of bad habits is to replace them—with good habits.

Don't just climb behind the wheel and start right off—start off right! Get in the habit of checking out your vehicle before you start your driving day.

Look for oil, water or fuel leaks, and for cut or worn spots on tires. Make sure the warning gauges, windshield washer and wipers and the heater and defroster are working properly. Test your horn, turn signals and lights. Keep all lenses and mirrors clean.

Get in the habit of getting rid of distractions when you make your pre-trip check. Clear your dashboard of papers that can cause glare. Store loose objects safely away. Have change for tolls handy. And adjust your mirrors and get comfortable before you drive.

HEALTH & SAFETY

Personal Protection

Personal attacks and thefts of both personal and government property are two crimes which the Federal Protective Service believes can be reduced if employees follow certain precautions at work and at home.

Some suggestions on how to avoid attack at work are: use an elevator wherever possible and don't risk attack in a poorly lighted stairwell; stand next to the elevator control panel and if threatened, push the alarm button; never leave keys in coat pockets; when working late notify the building security officer before leaving the office so he'll know when to expect you in the lobby; and be sure to report any suspicious persons or actions in your building.

If a federal employee is robbed at work, he should notify a Federal Protective Officer or the building security officer as soon as possible. In GSA controlled buildings, a GSA Form 182 will be provided to report the theft.

Use of common sense is the greatest deterrent against crime, the Federal Protective Service advises. People who take foolish chances such as taking short-cuts through dark alleys and believe that "it will never happen to me," are easy victims.





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-06 February 9, 1977

McLUCAS ANNOUNCES DEPARTURE PLANS

Administrator McLucas has announced that his target date for leaving the agency is April 1. He will continue to be active up to the resignation date and will provide advice on selection of the next FAA Administrator. Dr. McLucas also has accepted an invitation to serve on the Robert J. Collier Trophy selection committee which will choose a recipient for the oldest and most prestigious award in American aeronautics and astronautics. The date for the 1976 selection is March 24. After his resignation, Dr. McLucas said he expects to return to the private sector and is thinking of an industry, foundation or university position.

BLACK HISTORY MONTH

February is Black History Month and will be marked by observances, exhibits and cultural events throughout the country. This annual recognition of the Black experience and culture is sponsored by the Association for the Study of Afro-American Life and History. This year, interest in Black heritage runs particularly high, in the wake of the epochal book and television series, "Roots."

WINTER'S VENGEANCE

"What happened to us is incredible." That's how Mike Henry, specialist at the Watertown, N.Y., Flight Service Station, characterized the five-day blast of snow, high winds and sub-zero cold that devastated the small upstate town where he works. The blizzard, which began Friday afternoon, January 28, buried the community under 49 inches of snow and trapped two flight service specialists and an electronic technician at the FSS for five days. The snowbound specialists, Gilbert Clifton and Keven Larkin, finally were relieved by Henry and specialist Norm Helbock who made their way to the FSS last Tuesday afternoon. ET Craig Schoff went off duty on Wednesday. The Watertown airport closed down--and was expected to remain that way all week--but the FSS specialists stayed on the radio, helping to guide Marine helicopters on numerous medical evacuation and supply missions in Watertown and the surrounding villages. The Marines just happened to be in the area on "Alpine" military exercises and got even more than they bargained for. Technician Schoff did what he could to check the airport's air navigation and landing facilities, but 10-foot snowdrifts prevented nearly all movement about the airport. Most of the facilities stayed in operation despite the arctic (See WINTER, page 2)

WINTER(from page 1)

weather. During their five-day marathon, Clifton, Larkin and Schoff shared food with other people at the airport. The same storm also buried Buffalo, N.Y., more thoroughly than it already was, halting nearly all civilian air activity at the airport. Numerous military aircraft and helicopters flew supplies into the airport while the town groaned under 13 feet of snow. The Niagara Falls, N.Y., tower was evacuated for four hours when heat and power went off, and the Pittsburgh tower was temporarily evacuated due to a gas leak in the building. The Rochester, N.Y., Muncie, Ind., and Cleveland airports also curtailed or halted flights. At Buffalo, hardest hit of all, Airway Facilities Sector Manager Ernie Fernsten reported that last Wednesday was the 45th consecutive day of snowfall and that Christmas Day was the last time the temperature went above freezing. "All our electronic gear has functioned very well," he said, adding that only the runway visibility range indicator was knocked out by ice. Assistant tower chief at Buffalo, Robert Dilla, said several controllers remained overnight at a motel a short walk from the tower when roads home were blocked by snowdrifts, some of them touching the bottom of overhead traffic lights. "Friday evening, hundreds of passengers were stranded in the terminal where the heat had gone off," he said. "We couldn't help all of them, but we invited several elderly ladies up to the day room, gave them hot coffee, snacks and a brief tour of the radar room, which they found quite interesting. They were very appreciative." Elsewhere in the East, FAA operations were virtually normal by the middle of

last week. However, extreme cold in the Chicago area and New England hampered aircraft servicing and forced some airline delays.

MEISTER JOINS AIRLINE

Frederick Meister, Acting Associate Administrator for Policy Development and Review, leaves the agency this Friday. He will become vice president for Public Affairs with Frontier Airlines, effective February 14.

FLIGHT RULES REVIEW

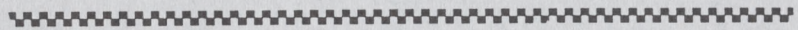
In order to review the general flight rules governing the operation of all aircraft in U.S. airspace, the agency will hold a four-day public meeting in Washington, August 1-4. The meeting is one of a series of regulatory review conferences being conducted by FAA in a comprehensive program to revise and update the Federal Aviation Regulations in a systematic and timely manner. A conference on air taxi rules was held in Denver last November and another on structural fatigue requirements for transport aircraft is scheduled for March. Discussions at the August meeting will focus on Subpart B of Part 91. This section includes rules governing rights-of-way, acrobatic flight, minimum safe altitudes, compliances with air traffic control clearances and instructions, operations at airports with and without a control tower, terminal control areas and special-use airspace.

EXPERTS WANTED

The agency's Office of International Aviation Affairs, Technical Assistance Division, Western Area Operations Branch, is seeking qualified candidates for its technical assistance projects in:

Spain - Electronic Engineer, FC-855-12 (GS-15), Announcement No. AIA-77-61 and Electronic Engineer, FC-855-12 (GS-15), Announcement No. AIA-77-76, opening date: 2/9/77 and closing date: 3/2/77; Venezuela - Chief, Civil Aviation Assistance Group, FC-340-12 (GS-15), Announcement No. AIA-77-60; Electronic Engineer (NAV/COM), FC-855-11 (GS-14),

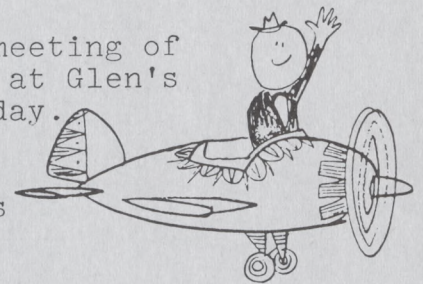
Announcement No. AIA-77-59; Electronics Technician (NAV/COM), FC-856-10 (GS-13), Announcement No. AIA-77-58 (2 positions); Engineering Technician (Electro-Mechanical), FC-802-9 (GS-12), Announcement No. AIA-77-75 (2 positions). For all Venezuela positions - opening date: 2/7/77, closing date: 2/27/77. Applicants 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, SW, Washington, D.C. 20591.



EXECUTIVE OFFICER IS HERE . . . David B. Carmichael, the Aeronautical Center's new Executive Officer, arrived Monday, February 7. Mr. Carmichael comes from the Southwest Region Office where he served as Chief of the Personnel Management Division.



FLYING CLUB MEETING SCHEDULED . . . The February meeting of the FAA Flying Club will be a dinner meeting at Glen's Steak House, 2815 N.W. 10th Street, on Saturday, February 12, 1977, at 6:30 p.m. Cost of the dinners, selected from the regular menu, range from \$3.95 to \$6.75 and no reservations are required. Visitors and prospective members are welcome.



Club-sponsored ground schools are being planned for the near future. Watch future issues of Wiretap and INTERCOM for dates and details.

THOUGHT FOR THE WEEK . . . You can tell more about a person by what he says about others than you can by what others say about him.

EMPLOYEE AWARDS . . . During January 1977, the following Aeronautical Center employees received awards;



WE SALUTE

Special Achievement Awards

- Robert D. Miller, AAC-343
- Jimmie E. Doyle, AAC-312
- Anna M. Morgan, AAC-943B
- Allen W. Koehn, AAC-313
- Cecil A. Welch, AAC-953B

Quality Increases

- Marvin J. Beatty, AAC-442D
- Gerald W. Hill, AAC-954A

Official Letters of Commendation

- David L. Froemke, AAC-932C
- Donald L. Sullivan, AAC-933E

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

- Gaslight Dinner Theater - "The Mouse Trap" - A new show
Price \$8.85 for dinner and show
- 1977 Oklahoma hunting and fishing licenses
- Magic Kingdom Club Cards to Disneyland and Disneyworld
- FAA business cards - 250 cards \$6.50; 1000 cards \$9.00
- Duplicating machine - 10¢ per copy

-Oklahoma City Blazers Hockey: Tickets available for:

February 16	Salt Lake
February 18	Tulsa
February 19	Ft. Worth

Price: Lower reserve \$3.50, General admission \$2.50

-NCAA Basketball Regional Basketball Championship

March 17	Doubleheader	\$6.00
March 19		\$6.00

-Hot Springs Trip

Hot Springs trip open to non-members-February 10. The cut-off date for the Vapors show is February 15, so get your reservations and money in now.

February 9, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: February 16, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
76-366	CANCELLED/Systems Accountant, GS-510-7	AAC-25	
	Position cancelled for reevaluation of division staffing requirements.		
	<u>PLANT ENGINEERING DIVISION</u>		
77-49	Equipment Specialist (General), GS-1670-9	AAC-53	1670
	Specialized experience must be in fixed industrial and special purpose equipment.		
77-50	Planner and Estimator (General), WD-4749-8	AAC-53	JE-4749
	<u>AIRMEN AND AIRCRAFT REGISTRY</u>		
77-51	Data Transcriber, GS-356-4	AAC-203	356
77-52	Conveyances Examiner, GS-963-5	AAC-250	963
	Position has promotion potential to GS-7.		
	<u>FAA DEPOT</u>		
77-53	Electronics Technician, GS-856-7	AAC-440	856
77-21	CANCELLED/Materials Expediter, WG-6705-7	AAC-430	
	Position filled by hardship placement.		
	<u>FAA ACADEMY</u>		
77-22	CANCELLED/Cold Type Composing Machine Operator, GS-324-4	AAC-950	
77-54	Cold Type Composing Machine Operator, GS-324-3	AAC-950	300
	Position has promotion potential to GS-4 without further competition.		
77-55	Electronics Technician, GS-856-11	AAC-952	856
	Shift leader on 12 midnight-0830 a.m., shift, MONDAY THRU FRIDAY. One year of the specialized experience must be directly related to aircraft simulators.		

February 9, 1977

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PROMOTION PLAN ANNOUNCEMENTS (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA ACADEMY</u>		
77-33	*Supervisory Aviation Safety Inspector (Operations-Instruction), GS-1825-14	AAC-953	1825
	*Statement below does not apply to present Academy instructors.		
77-34	Electronics Technician (Instruction), GS-856-12 or Electronics Engineer (Instruction), GS-855-12	AAG-954	856 or 800

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

A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, inspector, engineer or technician/specialist at an FAA Flight Standards Avionic operational or maintenance facility. (77-34 only)

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

Closing date: March 1, 1977

Area of Consideration: FAA-wide

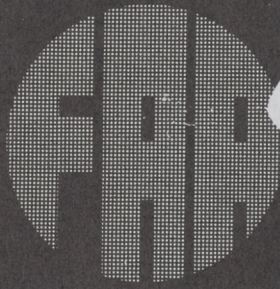
FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO-77-6	Supervisory Airspace System Inspection Pilot, GS-2181-14	OKC FIFO	2181
FSNFO-77-7	Electronics Technician (Airborne), GS-856-11	LAX FIFO	856

TRANSPORTATION SAFETY INSTITUTE (TSI) PROMOTION PLAN ANNOUNCEMENT

Closing date: February 16, 1977

Area of Consideration: Transportation Safety Institute and Aeronautical Center wide.

TSI NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
TSI-77-2	Secretary (Stenography), GS-318-5	TES-15	318



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-07 February 16, 1977

FAA HISTORY TAKES OFF

"Aviation captured the public imagination in the fifties as the railroad had a century earlier and as space travel would in the 1960s.... Pilots, their daredevil image of the 'lone eagle' days long faded, became folk heroes of a different sort...a skilled, reliable breed, their uniforms symbolic of a new frontier and a new mastery...."

Thus reads an excerpt from "Takeoff at Mid-Century," subtitled "Federal Civil Aviation Policy in the Eisenhower Years, 1953-1961"--a lively and informative new book by Dr. Stuart I. Rochester, published by FAA. The first in a four-volume series covering the history of Federal aviation regulation and promotion since 1918, the 352-page work was written under the direction of FAA historian Dr. Nick A. Komons, Office of Public Affairs. It is on the shelves at the FAA and DOT libraries in Washington and in regional office libraries. It also can be bought at GPO bookstores for \$6, stock number 050-007-00355-2.

AIR TRAFFIC CONTROLLER UPGRADES EFFECTIVE

Promotions of full-performance air traffic controllers to GS-14 at the eight busiest ATC facilities and to grades below GS-14 at 30 other facilities were effective on February 13, in accordance with the Civil Service Commission's new controller classification standard and FAA's commitment to make the upgrades by that date. Approximately 1,900 controllers received upgrades. In addition, approximately 600 facility staff and supervisory employees also received upgrades. Of great help in processing these personnel actions within one month after CSC announced the final classification standard was FAA's computerized Personnel Management Information System (PMIS). Headquarters staff used this system to identify eligible controllers at the facilities, and personnel staff in the regions used their computer terminals to process all the upgrades in far less time than it otherwise would have taken.

JANUARY BEST EVER

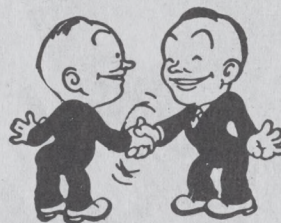
In spite of the fact that the nation was buffeted by blizzards and intense cold for most of last month, it was the best January ever in terms of significant air traffic delays--those of 30 minutes or more. According to reports received by the National Airspace System Communications staff, there was a record low average of 83 daily delays during the month. This adds up to 2,589 delays in approximately 830,000 operations at major air carrier hubs.

ATCS: ABET SAFETY PROGRAM

Air traffic controller participation in the Aviation Safety Reporting System administered by NASA is increasing, according to a recent report from the space administration. Of the 1,497 incident reports received during the second quarter of the program (July 15 to October 14), 48% were originated by controllers. During the previous quarter, controllers provided only 34 percent of the 1,464 safety-oriented reports. According to NASA, one reason for the rise in controller participation is growing confidence in the waiver of disciplinary action promised to those submitting reports. (The waiver does not apply in cases of criminal violation or accidents.) The program is designed to protect the identity of persons who make the reports or are involved in the reported incident. Although incidents occurred under widely varying circumstances, a majority took place in daylight. Most reported incidents, 31%, occurred in airport traffic areas. NASA said multiple reports on the same incident show that reports tend to be objective.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL, 3 years - PC-42/76 Language Officer (Translator), P-2, Gross: \$19,040 per annum and net (free of tax): \$15,096.40 with dependents and \$14,149.20 single, per annum. Applications due in AIA-29 by March 18, 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.

**PRESIDENTIAL CITATION**

A NAFEC mathematician has received a Presidential citation for devising improved navigation routes between California and Hawaii that will conserve 5 million gallons of aviation fuel a year--and cut some \$1.5 million in operating costs. John R. VanderVeer developed a computer simulation program so that various proposed routes could be compared, enabling the best to be selected. His new system was adopted and placed into operation between the West Coast and Hawaii last May. The new routes not only save time, fuel and other costs but also assure improved air traffic spacing without additional equipment or facilities.

AIRPORT AID

After almost a year's hiatus while legislation was pending, the Airport Development Aid Program is on the move again. During the first quarter of FY 1977 (Oct. 1, 1976 to Dec. 31, 1976) allocations totalling \$18,096,777 for 58 development projects were approved by the agency. These allocations are for airport improvements in 29 states. They include 41 projects at general aviation airports, one of which is classified as a reliever airport and 17 projects serving all segments of aviation. An allocation is a first step toward an ADAP grant. Before grants are made, airport sponsors must comply with all applicable Federal regulations.

ARCHITECTS AT WORK

A contract for the development of a standard architectural and engineering building design for new FAA facilities has been awarded to a minority business firm by the agency. Under the \$200,000 contract, Charles F. McFee Architects of Wichita, Kan., will develop a standard design for buildings to house the National Airspace Data Interchange Network facilities (NADIN), scheduled to be built at the Atlanta and Salt Lake City en route centers. The NADIN facility consists of a computer-controlled switching and processing system capable of automatically directing air traffic control communications throughout the nation's air traffic control system. The standard design will provide for the eventual expansion of the facility to include the processing of aviation weather communications.

MAKING BETTER RUNWAYS

More than 50 U.S. and foreign professional papers on aspects of Portland cement concrete pavement design will be offered for discussion at the FAA Co-Sponsored Conference on Concrete Pavement Design this week, Feb. 15-17. Other sponsors of the conference being held at Purdue University in West Lafayette, Ind., are the Purdue School of Civil Engineering, Federal Highway Administration, Portland Cement Association, Transportation Research Board and Indiana State Highway Commission. The conference will bring together experts to discuss the problems and breakthroughs in the design of pavements for airfields and highways.

ONE SMALL STEP

"Enterprise," the country's first space shuttle--half spaceship, half aircraft--is scheduled to make its initial flight this week on February 18. On this jaunt, the giant space freighter will be airborne as a "captive," riding piggy-back on a NASA 747, which was converted for the unique task at the Boeing plant in Seattle under FAA's watchful eyes. The purpose of the flight will be to test balance and the strength of the 747-shuttle tiedowns. The 747 is designed to ferry the shuttle from landing sites to Cape Canaveral, Fla. The shuttle is expected to try its wings for the first time this July. It will be carried up to 28,000 feet by the 747, cut loose and glide on its stubby wings to a landing at Edwards Air Force Base in California. First orbital flight of the shuttle is scheduled for 1979.



DR. CARTWRIGHT REASSIGNED . . . Dr. Lyle B. Cartwright, AAC-160, has been named Chief, Aeromedical Research Branch, AAC-110. He succeeds Dr. Douglas E. Busby who recently moved to Washington, D.C., to become Deputy Federal Air Surgeon. Dr. Cartwright has been Chief, Aeromedical Clinical Branch since November 1974.

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

=Gaslight Dinner Theater - "The Mouse Trap" - \$8.85 tickets (includes dinner and show) for FAA employees on Tuesday, Wednesday, Thursday, and Sunday nights.

=1977 Oklahoma hunting and fishing licenses

=Magic Kingdom Club Cards to Disneyland and Disneyworld

=FAA business cards - 250 cards \$6.50; 1000 cards \$9.00

=Duplicating machine - 10¢ per copy

=Oklahoma City Blazers Hockey: Tickets will be sold until noon Friday, February 18, for:

February 18 Tulsa

February 19 Ft. Worth

Price: Lower reserve \$3.50, General admission \$2.50

=NCAA Basketball Regional Basketball Championship

March 17 Doubleheader \$6.00

March 19 \$6.00



February 16, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: February 23, 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>ACCOUNTING DIVISION</u>			
77-57	Accounting Clerk, GS-501-4	AAC-21	500
	This position has promotion potential to GS-5 without further competition.		
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
77-58	Bindery Worker, WG-4402-5	AAC-45	JE-4600
<u>PLANT ENGINEERING DIVISION</u>			
77-59	Maintenance Mechanic Helper, WG-4749-5	AAC-55	JE=0001
<u>AIRMEN AND AIRCRAFT REGISTRY</u>			
77-60	Clerk, GS-301-4	AAC=260	300-B
<u>FAA DEPOT</u>			
77-61	Electronics Technician, GS-856-9	AAC=440	856
	Applicants must have 1 year's experience in metrology and recorders.		
77-62	Warehouseman, WG-6907-5	AAC-430	JE-6907
	Position has promotion potential to WG-6 without further competition.		
77-63	Supply Clerk (Data Transcribing), GS-2005-4	AAC-490	2005
	Applicants must possess proficiency in typing or data transcribing.		
77-64	Lead Supply Technician, GS-2005-8	AAC-430	2005
<u>AIRCRAFT SERVICES BASE</u>			
77-65	Clerk=Typist, GS-322-4	AAC-830	300-2

February 16, 1977

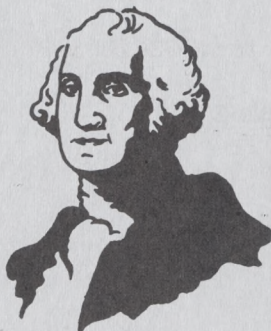
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FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

Closing Date: March 2, 1977

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-12	Secretary (Stenography), GS-318-5 Area of Consideration: ACY FIFO and NAFEC	ACY FIFO	318
FSNFO-77-13	Airspace System Inspection Pilot, GS-2181-13 (Flight Inspection Position) Area of Consideration: FSNFO-wide	OKC FIFO	2181
FSNFO-77-14	Airspace System Inspection Pilot, GS-2181-13 (Procedures Position) Area of Consideration: FSNFO-wide	OKC FIFO	2181
FSNFO-77-15	Airspace System Inspection Pilot, GS-2181-13 (Procedures Position) Area of Consideration: FSNFO-wide	LAX FIFO	2181

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Joseph W. Gannon	ATC Specialist (Terminal-Instruction)	AAC-930	76-173
Richard W. Duncan	Electronics Technician (Instruction)	AAC-940	76-198
John J. Reilly	Electronics Technician (Instruction)	AAC-940	76-198
Shirley V. Walton	Cashier and Scheduling Clerk	AAC-23	76-380
Lena Dobbins	Clerk=Stenographer	AAC-118	76-392
Mary A. Madsen	Correspondence Clerk (Typing)	AAC-250	76-393
Nadine Phillips	Correspondence Clerk (Typing)	AAC-250	76-393
Opal L. Koonce	Secretary (Stenography)	AAC-911	77-15
Larry A. Ammend	Supply Technician	MSP FIFO FINFO=76-65	





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-08 February 23, 1977

NEW CONDUCT REGULATIONS TO BE DISTRIBUTED

Copies of the new Part 99 Regulations which contain important rules of conduct for all FAA employees, along with a clear and comprehensive summary, will be distributed to employees in the near future. Major changes in the revised regulations, which became effective January 14, include:

- changes in the conditions where-
y it is permissible for an employee to accept a business lunch;
- new limitations on the actions of employees seeking jobs with outside firms;
- a new requirement that all employees must disclose within 10 days any transaction involving real or personal property in which an employee has an interest and in which DOT is a buyer, seller, lessee or leasor; and
- an expanded list of positions whose incumbents must file statements of Employment and Financial Interests. Those employees will be required to file complete new statements in the very near future. Necessary forms and instructions will soon be distributed.

KUDOS FOR CONTROLLERS

For preventing what could have been serious accidents and possible loss of life, three controllers and a FSS specialist were honored last week at Washington Headquarters. Receiving Outstanding Flight Assist of the Year Awards from Deputy Administrator J. W. Cochran and Air Traffic Service Director Ray G. Belanger were Eugene E. Traynor of the Oklahoma City Approach Control Facility; James T. Parcell and James B. Foster of the Seattle en route Center; and Lloyal U. Miller of the Zanesville, Ohio, FSS. Belanger, speaking before an enthusiastic audience in the FAA auditorium, characterized the achievements as most outstanding, but still representative of the performance of controllers and specialists throughout the system. He noted that hundreds of other FAAers assisted 3,196 aircraft during the year. Cochran said the men represented the best in all of us and suggested they had earned "a very special award from knowing they had saved someone's life." Besides a free trip to Washington for the ceremony, each man received a cash award of \$400.

UNAUTHORIZED PARTS DISCOVERED

The agency has taken action to require removal of certain unapproved parts furnished to several airlines and installed on their Boeing 727 and 737 airplanes. The alleged source of these unapproved parts is ADS Supply Company of Bellevue, Wash. All or most of these unapproved parts reportedly were represented as having been manufactured by Boeing with service tags attached. The tags reputedly were issued by Air Repair, Inc. of Renton, Wash. They indicated that the parts had been modified and functionally tested. FAA action, contained in an airworthiness directive signed on February 11, requires the removal of certain parts supplied by ADS Supply Company found in Boeing 727 and 737s. FAA assessment indicates that at this time the use of these parts does not constitute an immediate safety hazard. However, the agency is not certain that the parts conform to FAA requirements and the investigation is continuing. In a similar but unrelated action, FAA in Los Angeles has launched an investigation into the alleged sale and use of unauthorized and potentially unairworthy parts on helicopters.

MS. IS OFFICIAL

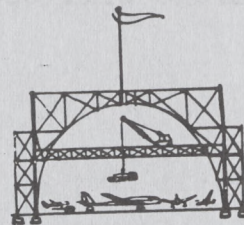
Something new has been added to official forms, and it's "Ms." Women employees and job applicants now can choose between Miss, Mrs. or the noncommittal Ms. The Civil Service Commission made it official, and agencies of the Federal government have been instructed to make the change on all agency internal forms. New forms will be available as the obsolete Mrs.-Miss forms are used up. Mr. remains simply Mr. on all forms.

EXECUTIVE PAY RAISE

Substantial pay raises for top-level GS employees will go into effect February 20. Although employees in these pay grades received a five percent adjustment in 1976, they have not had a regular pay raise since 1969. Since 1976, a ceiling of \$39,600 has been imposed on salaries above GS-15, Step 6 level. The salary limit now has been raised to \$47,500. At FAA the pay raises become effective February 27, the beginning of the first pay period after the effective date of the salary adjustment. New pay scales are: GS-15, steps 7 through 10: \$40,545; \$41,671; \$42,797; \$43,923. GS-16, steps 1 through 6: \$39,629; \$40,950; \$42,271; \$43,592; \$44,913; \$46,234 (the remaining steps at the \$47,500 limit). GS-17, step 1: \$46,423 (remaining steps at the limit). GS-18: \$47,500.

LIGHTNING PROTECTION

Methods of grounding and protecting electronic equipment and facilities from lightning will be the topic of the Fourth Annual Grounding and Lightning Protection Workshop co-sponsored by the agency and the Florida Institute of Technology at the Institute in Melbourne, Fla., April 19-21. The three-day workshop will feature 22 U.S. and foreign presentations on various aspects of grounding and lightning protection in large electronic systems and facilities.



February 23, 1977

ANNUITIES UP

Federal employees who retire on or before February 28 and those already on the retirement rolls will receive a 4.8 percent cost-of-living annuity increase. The increase is based on a rise in the consumer price index from December 1975 through December 1976. The new law covering annuities for Federal employees provides for semiannual cost-of-living adjustments. These will be effective March 1 and September 1. The March adjustment will be determined by the CPI change from June through December of the previous year, while the September adjustment will be computed on the basis of the CPI change from December of the previous year to June of the same year. If there is no change in the CPI during these periods, or if the CPI should decrease, the amount of the annuity will stay the same.

SCIENTIFIC REPORTS AVAILABLE

A list of 54 scientific and technical reports available to the public was released recently by the agency. The list covers the period from October through December 1976. The reports cover aircraft safety, airports, air traffic control, aviation medicine, communications, navigation, weather and miscellaneous subjects. Copies of individual reports are available by writing to DOT, TAD-443.1 in Washington. Copies of the complete list of reports are available to FAA employees from APA-300, FAA, Washington.

DON'T ARGUE WITH CONTROLLERS

An airline pilot's license has been suspended because the pilot refused to heed a controller's instructions and then tied up the radio frequency by arguing with the controller. Although the pilot appealed the original 60-day suspension of his airline transport pilot certificate imposed by FAA and an administrative law judge, the National Transportation Safety Board recently upheld the FAA decision. According to the NTSB docket, the pilot who was landing an United Air Lines B-727 at Chicago's O'Hare Airport on Jan. 12, 1975, refused to reduce his speed from 200 to 180 knots as instructed by the controller and refused to accept a clearance that would have taken him out of the landing sequence. NTSB said the controller's instruction to reduce speed was "eminently reasonable under the circumstances" and the pilot's refusal "was not reasonable." However, NTSB emphasized the heart of the violation was that the pilot initiated "steady conversation which monopolized the frequency and precluded the controller from giving the appropriate attention to the other aircraft under his control." The pilot persisted in continuing the dispute in spite of the fact that at one point the controller said, "I will vector you. I will give you special handling, and we'll talk this out when you get on the ground."



EQUIPMENT DISPLAY . . . Northeast Electronics demonstration van will be at the Aeronautical Center on Thursday, February 24, 1977, to display their complete line of products. Included are several transmission test sets, service analyzers, and the Call Disposition Analyzer System.

PERSONNEL ASSESSMENTS . . .

Secretary Registers: Sixty-two candidates were assessed during the recent Secretarial Assessment. Each candidate has been notified of their individual scores based on points received in the Assessment Center plus points from other merit factors. The highest possible combined score is 98. The scores ranged between a low of 38.5 to a high of 84. Following is a breakdown of scores for the three secretary grade levels:

<u>Grade</u>	<u>Score Range</u>
GS-318-5	38.56 to 77.49
GS-318-6	38.50 to 84
GS-318-7	48.10 to 73.63

General Career Trainee: Two hundred and eighteen employees were assessed for the General Career Trainee Registers. One hundred and thirty-four received eligible scores. In order to pass the assessment center, the candidate had to score at least eight (8) in each of the five areas covered by the assessment center. The total scores (assessment center score plus PER scores) of those passing the assessment center, ranged from 50 to 75 of a possible 84 points. The following is a breakdown by range of scores showing the number and percentage of applicants in each group:

<u>Scores</u>	<u>70-75</u>	<u>60-69</u>	<u>60-64</u>	<u>55-59</u>	<u>50-54</u>	<u>Inelig.</u>
No. of Employees	19	27	41	36	11	84
Percentage	9%	12%	19%	17%	5%	39%

BLOOD MOBILE TO BE AT CENTER . . . The Blood Mobile will be at the Aeronautical Center March 2. Those wishing to donate should call Olivia Boyiddle, X4707, or Mary Chastain, X4159, for an appointment.



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- Duplicating machine - 10¢ per copy
- NCAA Basketball Regional Basketball Championship
 - March 17 Doubleheader \$6.00
 - March 19 \$6.00
- India Temple Shrine Circus, March 24, 25, 26, 27: \$2.00



Here's something you ought to know about that red stuff your heart is pumping around

Depending on your size — your body contains from 10 to 12 pints of blood.

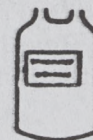
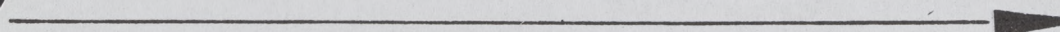
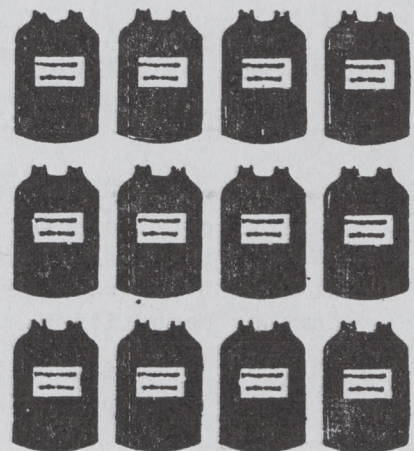
When you donate a pint that wonderful "machine"—which is your body begins to manufacture replacement blood.

Before you realize it you are right back to your normal blood supply.

In other words everything is the same as before EXCEPT there is now an EXTRA pint of blood in existence.

That extra pint went to someone else who needed a little extra to stay alive.

Why don't you arrange to provide that "extra" pint to save a life?



February 23, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: March 2, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-66	<u>AERONAUTICAL CENTER-WIDE</u> Clerk-Typist, GS-322-4	Aero. Center	322
77-67	<u>FAA DEPOT</u> Secretary (Stenography), GS-318-4	AAC-430	318
77-68	Supply Cataloger, GS-2050-9	AAC-490	2000
77-69	Supply Cataloger, GS-2050-11	AAC-490	2000
77-70	<u>AIRCRAFT SERVICES BASE</u> Electronics Technician, GS-856-11	AAC-830	856
	Requires 1 year specialized experience in maintenance of avionics systems of equipment.		
77-40	<u>FAA ACADEMY</u> *Aviation Safety Inspector (Operations-Instruction), GS-1825-12/13	AAC-953D	1825
	Incumbent will be required to travel approximately 50 percent of the time.		
	A minimum of 1 year of FAA experience out of the last 6 years as a supervisor, inspector, engineer, or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or field) is required. Applicants selected at the GS-12 grade level will be eligible for promotion to GS-13 without further competition.		
77-41	*Aviation Safety Inspector (Operations-Instruction), GS-1825-12/13	AAC-953B	1825

A minimum of 1 year 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. Applicants selected at the GS-12 grade level will be eligible for promotion to GS-13 without further competition.

PROMOTION PLAN ANNOUNCEMENTS (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
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77-46	<u>FAA ACADEMY</u> *Air Traffic Control Specialist (Station-Instruction), GS-2152-11	AAG-931	2152
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A minimum of 1 year FAA experience 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 Air Traffic position with the FAA Systems Research and Development Service is required.

77-47	*Air Traffic Control Specialist (Center-Instruction), GS-2152-13	AAG-931	2152
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A minimum of 1 year FAA experience within the last 6 years is required as an Air Traffic Control Specialist at an Air Traffic Field Facility, regional Air Traffic Division, Washington Office of Air Traffic Service or in an Air Traffic position with the FAA Systems Research and Development Service.

77-48	*Air Traffic Control Specialist (Terminal-Instruction), GS-2152-13	AAC-931	2152
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A minimum of 1 year FAA experience within the last 6 years is required 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.

*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.

 FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

FSNFO NO.	POSITION TITLE SERIES & GRADE	LOCATION	QUAL.
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FSNFO-77-1	CANCELLED/Clerk-Typist, GS-322-4 Position filled through reassignment.	AFS-580	
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FSNFO-77-10	Supervisory Aviation Safety Inspector (Airworthiness), GS-1825-14 (For Planning Purposes Only)	AFS-580	1825
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Closing Date: March 16, 1977 Area of Consideration: FAA-wide

FSNFO-77-18	Airspace System Inspection Pilot, GS-2181-13 (Procedures Position)	ATL FIFO	2181
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Closing Date: March 9, 1977 Area of Consideration: FSNFO-wide



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-09

March 2, 1977

A FULL LOAD OF ICE

Time was running out for the single-engine pilot. He was lost in the clouds; his engine was running rough; and he was carrying ice two inches thick on his wings, with a layer three-quarters of an inch thick obscuring his windshield. He couldn't climb and he could barely fly.

Although his radio was functioning only intermittently, he managed to contact specialist Walter J.

Pawelek of the Redmond, Ore., FSS.

With the help of ATCSs Harry Hubbard and Jan E. Markey, Pawelek established a direction-finder line on the wallowing aircraft. With the plane located, the three specialists guided the pilot to the Redmond Airport. But problems remained. The plane's transmitter virtually stopped working, so the pilot was told to click his mike button twice to acknowledge receipt of instructions from the ground. In this way, communications were maintained. Following an emergency DF approach, the plane landed safely, still carrying its full load of ice. During the month of January 1977, 268 flight assists were reported--106 by flight service stations, 118 by towers and 44 by centers. There were a total of 565 people reported on board the aircraft involved.

'DOT IS THE CENTER' PRESIDENT CARTER SAYS

"Your Department is the center of the largest expenditure of our gross national produce," President Carter told a group of DOT employees last week. Speaking in the plaza of the Department Headquarters building, he said, "Twenty percent of the GNP goes to transportation. And this means that in many ways, you individually, the agency in which you work, the department as a whole, touches the lives of American people." Speaking briefly in the cold drizzle, the President said, "We have a need for a comprehensive approach to the challenges (See page 2)

ADAP TO GET MORE \$\$\$

One of the new administration's proposed amendments to the FY 1978 budget request was the addition of \$75 million to the pending request of a \$465 million obligation level for the agency's Airport Development Aid Program (ADAP). This amendment, if approved, would permit an ADAP program of \$540 million, a level consistent with the FY 1978 authorization contained in the Airport and Airway Development Act Amendments of 1976.

TAKING THE WEATHER WITH YOU

Providing weather information to airborne pilots, the Enroute Flight Advisory Service (EFAS) now has been implemented in 32 of the planned 44 Flight Service Stations. Specially trained FSS specialists provide enroute pilots with a continuous exchange of timely weather information. The system, inaugurated on the West Coast in 1972, is expected to be implemented at all 44 nationwide locations by Dec. 1, 1977. It broadcasts on a frequency of 122.0 MHz from 6 a.m. to 10 p.m., with some West Coast facilities operating around the clock.

CARTER (from page 1)

that comes from transportation decisions." He emphasized, nevertheless, that during the process of reorganizing the department no one is going to be fired or be demoted. He added that some people might be transferred but assured the audience that those transferred to new jobs would be retrained at government expense.

FEB. WORLD A LITTLE LATE

But better than never with seven great features, including "They Want To Make a Difference" about Executive Development; "Recollections of a FAM Fan"; and racing "FAA Pilot Thinks Small and Fast"; plus the regular departments.

ATC SPECIALISTS WANTED

The Office of International Aviation Affairs, Technical Assistance Division, Western Area Operations Branch, is seeking two qualified candidates for its technical assistance project in Madrid, Spain, for the following positions: Air Traffic Control Specialist (terminal), FC-2152-12 (GS-15); Announce-

ment No. AIA-77-95, opening date: 2/28/77; closing date: 3/21/77. Air Traffic Control Specialist (enroute), FC-2152-12 (GS-15); Announcement No. AIA-77-96, opening date: 2/28/77; closing date: 3/21/77. Applicants interested in the positions should forward an SF-171, Personal Qualifications Statement, and current DOT Form 3430.1, Performance Evaluation Record, directly to: Employment Branch, APT-150, FAA, 800 Independence Avenue, S.W., Washington, D.C. 20591.

BOGUS AIRCRAFT PARTS PROBED

The agency amended the Airworthiness Directive of February 11 dealing with unapproved parts on Boeing 727 and 737 aircraft to require either the immediate removal of three of the parts from 737 aircraft or the immediate adoption of special procedures to be followed to eliminate any hazard. This precautionary action was taken after investigation showed that the consequences of possible malfunction of the parts in question--a landing gear accessory unit and a fire detection accessory unit and an associated fire control module--are more serious than for the other suspect parts because of substandard workmanship and inadequate compliance with specifications. It is believed that the parts involved have been installed in a relatively small number of the fleet of approximately 190 Boeing 737 aircraft. There have been no reports of the three parts failing or malfunctioning. Further amendments to the AD will be issued if the continuing investigation indicates that other of the suspect parts pose a possible hazard and immediate action is required.

GENERAL AVIATION FACTS AND FIGURES

Sophisticated navigation and communication equipment is the rule rather than the exception in the U.S. general aviation fleet, according to a new report published by the agency. The report, "General Aviation: Aircraft Owner and Utilization Characteristics," confirms that 77.7 percent of all general aviation aircraft are equipped with two-way VHF (very high frequency) radios and 76.8 percent have VHF omni

range (VOR) navigation equipment. The report, which summarizes data primarily from 1974 on general aviation aircraft, flying, ownership and use, is packed with information on topics ranging from the numbers of different aircraft types to the occupation of the owners. A limited number of copies of the report are available to agency employees from AVP-120, FAA, 800 Independence Avenue, SW, Washington, D.C. 20591.

IN CASE OF AN ATTACK...

Current Civil Service directives require that all Federal employees be reminded at least once each year of their responsibilities under the system for Nationwide Post-Attack Registration of Federal Employees. This system provides for the location and mobilization of trained Federal employees in the event of an emergency brought on by an attack on this country. Each of us, as citizens and Federal employees, has a responsibility to contribute to the strength of our nation, particularly in times of emergency. In the event of an attack, as a civilian employee of FAA, you have an obligation, whether you have an emergency assignment or not, to follow these procedures. If you are prevented from going to your regular place of work because of an enemy attack, or if you are prevented from reporting to any emergency location, go at once to the nearest post office. Ask the postmaster for a Federal employee registration card, fill it out and return it to the postmaster for forwarding to the Civil Service Commission office serving your area. When the Commission receives your card, the

FAA will be notified. Appropriate authorities will then decide where and when you should report back to work. For further information see the Federal Personnel Manual, Chapter 910, which is available in your personnel office.

PERFORMANCE EVALUATION

Some concern has been expressed by employees regarding the length of time Performance Evaluation Records (PER's) remain in employee's Official Personnel Folders. Your PER, along with any remarks you may want attached to it, will remain in your personnel folder until you leave DOT. If and when you leave the Department, all of your PER's will be removed and destroyed at that time. However, PER's which reflect either an Outstanding or Unsatisfactory Performance Rating, are exceptions to this policy and remain a permanent part of your Official Personnel Folder. If you have any questions concerning your PER or the performance improvement program, call the Labor Relations Branch, AAC-16, Ext. 2638.

FEBRUARY - BLACK HISTORY MONTH...

INTERCOM SALUTES SOME BLACK AMERICANS WHO EARNED FIRSTS' IN AVIATION AND AEROSPACE HISTORY...

THE FIRST BLACK AVIATOR was a woman. Bessie Coleman was born in Chicago. At the age of 24 she attended an aviation school in France and returned home in 1920 as a full-fledged aviatrix.

THE FIRST BLACK FLYER OF THE U.S. NAVAL RESERVE was Jesse Leroy Brown of Hattiesburg, Miss. who was commissioned ensign on April 15, 1949. He crashed on December 4, 1950 in Korea, thus becoming the first Black flier killed in action in Korea.

THE FIRST BLACK AIR TRAFFIC CONTROL SPECIALIST was Alexander Anthony Boudreau. He was born in the shadow of the Air Force Base at Lake Charles, La. All of his life he lived in the exciting world of airplanes. During WW II, Boudreau became an aviation cadet at Tuskegee. Although he had a pilot's license, he was unable to find employment in the aircraft industry. In 1950, he was accepted by the Civil Aeronautics Administration as an Airport Traffic Controller. He worked at Michigan's Wayne Airport several months before transferring to Port Columbus, Ohio. At Port Columbus, he was one of 28 controllers who rotated from the tower to the IFR room.

THE FIRST BLACK AIRPORT MANAGER was Nathan Sams. He was born and grew up in Taft, Oklahoma. By the time he was 23 he had earned two prizes - a Bachelor of Science degree from Langston University and a pilot's license. In January of 1955, Sams became airport manager of the Hatbox Airport in Muskogee, Oklahoma. He ran a charter service, a rental service, and he sold planes and parts. He also operated an air taxi service.

THE FIRST BLACK FEDERAL AIRWAYS INSPECTOR was Elliot H. Blue. He joined the FAA in 1960 at the age of 39 after spending 15 years in the U. S. Air Force. He was based in Minneapolis and as a part of a 3-man DC-3 crew, he performed daily checks on naviads in Minnesota, Wisconsin, the Dakotas, Iowa, Nebraska, Michigan, and Illinois. He spent a year as a trainee with an annual salary of \$7,560.

THE FIRST BLACK OWNED AND MANAGED AEROSPACE PLANT IN THE NATION. Ben Sollard began his adult career with a high school diploma and a lot of determination. He didn't have enough money for college so he began repairing small electric motors and moved from there to wiring electronic equipment for a number of small corporations. In 1956, Ben applied for the job of developmental wireman for the General Electric Co.

(continued)

March 2, 1977

His interviewer tried to put him down by saying that HE LACKED SKILLS REQUIRED FOR SUCH A POSITION. They hired him, however, as a common wireman on the assembly line.

Ben started on a Monday as a common wireman and by Wednesday had been promoted to developmental wireman. Ben was finally promoted to manager after his boss had been promoted.

Ben's idea to form the corporation, Progress Aerospace Enterprises, gelled in April of 1968 and by July of 1969 the factory was already working on its first sub-contract of space parts for a G.E. rocket program.

More unique than P.A.E. being an Afro-American owned and operated corporation, is the type of corporation it is. Sixty key executive, technical and secretarial positions were filled by traditional recruiting methods. One hundred skilled operators and technicians were trained from among Philadelphia's hard-core-unemployed. A half million dollar grant from the Department of Labor assisted the training program. To qualify, a man or woman had to be virtually unemployable and have a yearly income for a single person of no more than \$1600 or \$7800 for a family of 13 or more.

Thanks to P.A.E., black men had and will have a responsible hand in getting man into space. P.A.E. builds, tests, and calibrates instruments and electronic parts for the U. S. Space Program.



March 2, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: March 9, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
77-74	Supervisory Cost Accountant, GS-510-13	AAC-22	510
77-75	Supervisory Accountant, GS-510-11	AAC-23	510
	<u>PLANT ENGINEERING DIVISION</u>		
77-76	Utility Systems Operator Foreman, WS-5406-8	AAC-55	JE-5406
	Shift work required.		
	<u>DATA SERVICES DIVISION</u>		
77-77	Computer Aid, GS-335-4	AAC-340	335
	Position has promotion potential to GS-5 without further competition.		
	<u>FAA DEPOT</u>		
77-78	Clerk, GS-301-6	AAC-440	300-B
	Temporary promotion not to exceed 6 months.		
	<u>FAA MANAGEMENT TRAINING SCHOOL</u>		
77-79	Program Management Specialist, GS-301-12	AAC-500	301-7
	This position has promotion potential to GS-13 without further competition. Post of Duty: Lawton, Oklahoma		

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENT

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>
FSNFO-77-10	CANCELLED/Supervisory Aviation Safety Inspector (Airworthiness), GS-1825-14	AFS-580
	To be announced at a later date.	

March 2, 1977

GENERAL CAREER TRAINEE AND SECRETARIAL ASSESSMENT . . . Counseling will be available to each participant in the General Career Trainee, GS-301, and Secretary, GS-318, Assessment Centers so that he or she may know how the skills assessed were rated. If there are no objections on the part of the employee, supervisors should be present for the counseling in order to be better prepared to participate more effectively in the employee's self-development plans.

Counseling will be scheduled beginning about March 9, 1977, and the program will be concluded as soon as possible.

Those participants in either assessment center desiring counseling should complete the form below and send it to AAC-17 by March 7, 1977.

ASSESSMENT CENTER COUNSELING

TO: AAC-17

I request that I be scheduled for counseling concerning my assessment center record as a participant in (check box):

General Career Trainee Secretary Both

To aid in scheduling, the following information is furnished:

Name _____ Routing Symbol _____

Telephone Extension _____

If you desire your supervisor to be present, complete the following:

Supervisor's Name _____

Telephone Extension _____

March 2, 1977

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

- Gaslight Dinner Theater - "The Mouse Trap" - \$8.85 tickets (includes dinner and show) for FAA employees on Tuesday, Wednesday, Thursday, and Sunday nights.
- 1977 Oklahoma hunting and fishing licenses
- Magic Kingdom Club Cards to Disneyland and Disneyworld
- FAA business cards - 250 cards \$6.50; 1000 cards \$9.00
- Duplicating machine - 10¢ per copy
- NCAA Basketball Regional Basketball Championship
 - March 17 Doubleheader \$6.00
 - March 19 \$6.00
- India Temple Shrine Circus, March 24, 25, 26, 27: \$2.00



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-10 March 9, 1977

AWANS EQUIPMENT DELIVERED TO WASHINGTON FSS

A system that provides automated weather and flight data from a single source, the Aviation Weather and Notice to Airmen System (AWANS), has been delivered to the Washington Flight Service Station (FSS). It will go into operation this fall after the consolidation of the Charlottesville and Richmond FSSs as well as the Washington FSS at the Washington ARTCC. Purchased under a \$2 million contract, the AWANS equipment provides flight and weather information from a computer on a TV-like cathode ray tube display. In addition to streamlining the operation, the installation will provide data for the upcoming Baseline FSS Automation program and also be a practical demonstration of the use of automation in a consolidated FSS. An AWANS is in operational service at Atlanta in a single FSS configuration.

MURPHY TOP SUGGESTOR

Suggesting a form that will simplify reimbursing employees who transfer from one permanent duty station to another has won Ms. Rudell Murphy of the Southern Region a \$400 check as well as a handsome plaque. Ms. Murphy received her awards during special ceremonies during the administrator's (See page 3)

TOUGHER NOISE RULES

A new rule requiring the next generation of transport aircraft to meet even more stringent noise standards than those applied in the certification of such aircraft as the L-1011 and the DC-10 was adopted last week by the agency. Affected by the new rule are all transport category and turbojet aircraft which apply for new type certification after November 5, 1975, or amended type certificates after March 5, 1976. The new noise levels are not retroactive to aircraft already type certificated. Major provisions of the rule are:

- Noise levels of Federal Aviation Regulation (FAR) Part 36 are reduced one to six Effective Perceived Noise Decibels (EPNdB) for four-engine aircraft, three to eight EPNdB for three-engine types and three to nine for two-engine types, depending on aircraft weight. FAR Part 36 is the regulation that governs type certification of aircraft for noise purposes.
- Separate takeoff noise limits are established for two- three- and four-engine aircraft.
- For all aircraft, sideline noise will be measured at a point 0.25 nautical miles from the runway centerline.

ANNUAL AWARDS TIME IS HERE

Although FAA doesn't run them anymore, the General Aviation Mechanic of the Year and the Flight Instructor of the Year award programs are alive and well and looking for nominees. FAA will continue to support the programs at all levels, but the actual operation has been taken over by industry committees that will process the entries and select the winners. Under the revised procedures, individual mechanics and flight instructors may nominate themselves, and nomination forms will be sent directly to the governing committee instead of to FAA General Aviation District Offices as in the past. All entries received prior to May 15 will be considered in the judging. Nomination blanks with complete instructions are being sent to all mechanics and flight instructors of record, but additional forms may be obtained from these sources: Mechanic of the Year Program, c/o Irving Birnbaum, Aviation Maintenance Foundation, Inc., 203 Oxford St., Chevy Chase, Md. 20015, or Flight Instructor of the Year Program, c/o Ms. Jean Scheerer, National Association of Flight Instructors, Box 20204, Columbus, Ohio 43220. Awards to the national winners will be presented on June 28 at an Aero Club luncheon in Washington, D.C.

ORDERS CANCELED

The following AAF order is canceled and will be reflected in the next edition of the FAA Directives Checklist: 6410.4A, Bright Radar Indicator-Tower Equipment Implementation Handbook-Brite I. Also canceled is AAT Order 1110.57, Flight Service Station Modernization Committee.

NAFEC FINDS FAME

NAFEC will begin three months of testing in March on FAME, a new type of runway approach system designed to aid pilots by giving them vertical guidance when shifting from an instrument to a visual approach. FAME--which stands for final approach monitoring equipment--uses radar beacon information to pinpoint the airplane and then informs pilots by lights in the approach zone if they are on the glide slope or above or below it. A series of flashing colored lights, placed at five locations between 2500 and 500 feet from the end of the runway, gives pilots visual cues. Green lights indicate the aircraft is on the desired three-degree glide path. If it's too low, the lights are red, and too high, yellow. Pilots wishing to fly and comment on the system should contact the project manager, Bret Castle, at (609) 641-8200 Ext. 3713.

NEW TOWER UP NORTH

A new air traffic control tower is to be built at Fairbanks International Airport, Alaskan Regional Director Lyle K. Brown announced recently. Although the cost of the new structure is estimated at \$1.5 to \$2.5 million, actual construction cost cannot be determined until bids for the contract are opened in Anchorage on March 20. Construction of the new tower is expected to get underway this summer. The anticipated completion date is August, 1978. The 75-foot-high structure will be located across the field from the present airport tower. The new location will be adjacent to the flight service station.

EXPERTS WANTED

The International Civil Aviation Organization, Technical Assistance Bureau is seeking experts for its technical assistance projects in Saudi Arabia and Brazil for the following positions. SAUDI ARABIA, JEDDAH - TA-74/37 Air

Transport Adviser, Level 5, Step 1.

TA-76/48 Aviation Statistics Expert, Level 4, Step 1. Duration of assignments in Saudia Arabia is one year with prospects of renewal. Applications due in AIA-19 as soon as possible.

SAO JOSE DOS CAMPOS, BRAZIL - TA-74/17 Quality Control Expert, Level 5, Step 1.

TA-74/18 Flight Test Engineer, Level 5, Step 1.

TA-75/36 Systems and Equipment Engineer (Electrical/Electronic), Level 5, Step 1.

Duration of assignments in Brazil is 18 months.

Applications due in AIA-19 by June 23, 1977. SALARY - Level 5,

Step 1: Gross: \$30,540 per annum and Net (free of tax): \$21,324

per annum; Level 4, Step 1: Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum.

NOTE: Salary structures are in the process of being revised in March 1977; if approved, they will be retroactively effective to January 1, 1977: Level 5,

Step 1 - Gross: \$38,190 per annum and Net (free of tax): with de-

pendents \$26,298.80; without de-

pendents \$24,298.35. Level 4, Step 1 = Gross: \$29,940 and Net (free of tax): with dependents

\$21,755.80; without dependents

\$20,209.10.

SUGGESTOR (From page 1) weekly staff meeting last week after her suggestion was adopted as the agency's Suggestion of the Year. The suggestion is expected to save the Southern Region \$48,000 a year by eliminating paper work and time consuming gathering of details.

STRUCTURAL FATIGUE CONFERENCE

Problems of structural fatigue in transport-category airplanes will be the subject of an FAA regulatory review conference March 15-17 in Arlington, Va. Scheduled for discussion at the two-day meeting are a series of proposed amendments to Part 25 of the Federal Aviation Regulations, which sets structural fatigue standards for transport airplanes. These proposals were submitted by industry, the public and FAA in response to a notice issued last November. Conference recommendations will become the basis for future rule-making changes by the agency. The conference is the latest in a series being conducted by FAA in a broad program designed to update the FARs.

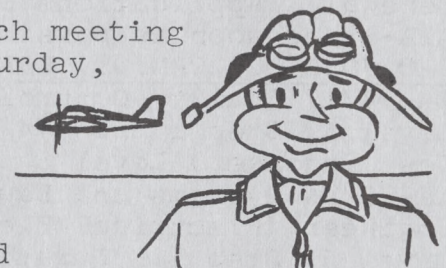
55 ALSO SAFER

Fifty-five mile an hour speed limits are apparently here to stay. The lower limits have not only saved fuel but also have provided an extra dividend. According to Department of Transportation figures, our nation's highways are considerably safer. From 1967 through 1972, highway deaths were rising about one percent each year. In 1973, before enactment of the 55 mph speed limit, the national death toll reached 55,069--but in 1974 it dropped to 45,717, a significant 17 percent drop in traffic fatalities. In a recent study of turnpike fatalities, the National Safety Council found that, while traffic on these very high-speed roads in 1975 was close to 1973 levels, the death rate in 1975 was 40 percent below that for all of 1973. It is even more revealing to compare the first ten months of 1973--before the 55 limit--with the first 10 months of 1975. For this period the '75 death rate was down 47 percent.

FEBRUARY FAA WORLD . . . The February issue of FAA World, although a little late, will be reaching your homes any day now. It contains two articles about activities of Aeronautical Center employees. "FAA Pilot Thinks Small and Fast" features DC-9 instructor George Budde and his success as a rookie racer in the September Reno National Air Races. "The T-Bar That Wasn't There" tells of CAMI's Dr. Mark Lewis and his research with pilots using simulated VASI systems in the Convair 580 mockup.



FAA FLYING CLUB MEETING SCHEDULED . . . The March meeting of the FAA Flying Club will be held on Saturday, March 12, at the Ramada Inn West, 800 S. Meridian. The meeting will begin at 9:00 a.m. For the early risers, breakfast will be served at 8:00 a.m. with a choice of scrambled eggs, ham, hash browns and coffee for \$2.60; or juice, Danish roll and coffee for \$1.35 (plus tax and tip). This is an important meeting as discussion and vote on the purchase of a seventh airplane is on the agenda. Members with strong feelings on this matter (and you should have) are encouraged to attend and participate. Visitors and prospective members are always welcome at club meetings.



ERA - WHAT IT SAYS . . . The proposed Equal Rights Amendment to the U.S. Constitution is worded as follows:

Section 1. Equality of rights under the law shall not be denied or abridged by the United States or by any State on account of sex.

Section 2. The Congress shall have the power to enforce, by appropriate legislation, the provisions of this article.

Section 3. This amendment shall take effect two years after the date of ratification.

THOUGHT FOR THE WEEK: The trouble with being a leader today is that you can't be sure whether people are following you or chasing you.

March 9, 1977

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

=Gaslight Dinner Theater - \$8.85 tickets include dinner and show for FAA employees on Tuesday, Wednesday, Thursday and Sunday nights.

=1977 Oklahoma hunting and fishing licenses

=Magic Kingdom Club Cards to Disneyland and Disneyworld

=FAA business cards - 250 cards \$6.50; 1000 cards \$9.00

=Duplicating machine - 10¢ per copy

=NCAA Basketball Regional Championship

March 17 Doubleheader \$6.00

March 19 \$6.00

=India Temple Shrine Circus, March 24, 25, 26, 27: \$2.00

Tickets are available for the Employees Association Spring Dance to be held April 2 in the Myriad Great Hall, 9:00 p.m. until 1:00 a.m. LaVon Ferris and The Ferris Wheels will provide the music. Tickets are \$4.50 each.



TO YOUR HEALTH - Breathe deeply! Believe it or not, most of us use only about 1/6 of our lung capacity. The other 5/6 goes unused during most of the day. In the office, it is estimated that we probably breathe about 15 times every minute. Because each breath is shallow, we never expel much of the stale air trapped in our lungs. As a result, we never take in enough good fresh air. To breathe properly, we should take four or five deep breaths every minute. In this way, all the stagnant air would be exhaled and our total lung capacity released.

Try taking the following simple test:

1. Exhale all the air from your lungs through your mouth.
2. When you think you have exhaled all that you can, purse your lips and blow through them. Chances are that you'll find you can still blow quite a bit of air from your lungs. And all this air is stale. Obviously you are cheating your lung tissue of needed oxygen by breathing shallowly.

March 9, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: March 16, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
77-80	Cashier and Scheduling Clerk, GS-501-5	AAC-23	500
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
77-81	Television Production Specialist, GS-1071-11	AAC-43	1071
77-82	Supply Clerk, GS-2005-3	AAC-45	2005
	<u>PLANT ENGINEERING DIVISION</u>		
77-83	Electrician, WG-2805-10	AAC-50	JE-2805
	<u>INVESTIGATIONS AND SECURITY DIVISION</u>		
77-84	Physical Security Specialist, GS-080-11	AAC-90	080
	Position has promotion potential to GS-12 without further competition.		
	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u>		
77-85	Psychology Technician, GS-181-5	AAC-101	181
	Position has promotion potential to GS-7 without further competition.		
77-86	Training Instructor (Aviation Physiology), GS-1712-11	AAC-101	1712
	<u>DATA SERVICES DIVISION</u>		
77-87	Computer Programmer, GS-334-11	AAC-320	334
	<u>FAA DEPOT</u>		
77-88	Identification and Condition Verifier, WG-6966-7	AAC-430	JE-6900
77-89	Production Controller, GS-1152-6	AAC-440	1152
	Position has promotion potential to GS-7 without further competition.		
	<u>AIRCRAFT SERVICES BASE</u>		
77-90	Aircraft Mechanic, WG-8852-11	AAC-830	JE-8852
	A & P License required.		

March 9, 1977

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PROMOTION PLAN ANNOUNCEMENTS (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-56	<u>FAA ACADEMY</u> Supervisory Aviation Safety Inspector (Operations-Instruction), GS-1825-14	AAG-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.

Present Academy instructors are exempt from above statement.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-16	Electronics Technician, GS-856-11	ACY FIFO	856
Area of Consideration: FAA-wide			
Closing Date: March 29, 1977			
FSNFO-77-17	Electronics Technician, GS-856-11	SEA FIFO	856
Area of Consideration: FAA-wide			
Closing Date: March 29, 1977			
FSNFO-77-19	*Airspace System Inspection Pilot, GS-2181-13 (Procedures Position)	SEA FIFO	2181
Area of Consideration: FSNFO-wide			
FSNFO-77-20	*Airspace System Inspection Pilot, GS-2181-13 (Flight Inspection Position)	SEA FIFO	2181
Area of Consideration: FSNFO-wide			
FSNFO-77-21	*Editorial Assistant, GS-1087-5	AFS-580	1087
Area of Consideration: OKC FIFO and FSNFO Headquarters			
*Closing Date March 23, 1977			

March 9, 1977

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SELECTION LIST	POSITION	LOCATION	ACPP NO.
Frank Pecere, Jr.	ATC Specialist (Center-Instruction)	AAC-931	76-174
Arthur C. Jones	Aviation Safety Inspector (Operations-Instruction)	AAC-950	76-275
James P. McNally	Supervisory ATC Specialist (Instruction)	AAC-930	76-328
Monroe L. Miller	Aviation Standards Specialist	AAC-825	76-364
Clarence R. Ledbetter	" " "	"	"
S. Maxine Gaynor	Supervisory Accounting Clerk	AAC-20	76-368
James G. Addington	Electronics Technician	AAC-440	76-370
Thomas A. Stuve	Equipment Spec. (Aircraft)	AAC-830	76-372
Samuel G. Yates	Production Controller	AAC-850	76-377
Buster Alexander	Electronics Technician	AAC-830	76-378
John W. Dixon	" "	"	"
George W. Clark, Jr.	Aircraft Mechanic Leader	AAC-830	76-379
Kalen J. May	Purchasing Agent	AAC-70	76-386
Mary E. Davidson	Correspondence Clerk (Typing)	AAC-250	76-393
Marie P. Perry	Accounting Technician	AAC-22	76-394
Earl R. Winford	Printing Plant General Foreman	AAC-45	76-401
William D. Bell, Jr.	Sheet Metal Mechanic Leader	AAC-440	76-405
John A. Ingram	Painter	AAC-440	76-406
Mitzi J. Thomas	Secretary (Stenography)	AAC-950	77-15
Joyce F. Hayes	" "	AAC-250	"
Rachel Sue Atteberry	Distribution Facilities Spec.	AAC-430	77-18
Robert F. Bowes	Warehouseman	AAC-430	77-19
Edward L. Payton	"	"	"
Monica L. Hobson	"	"	"
Glenda Clark	Correspondence Clerk (Typing)	AAC-260	77-23
John E. Turner	Computer Systems Analyst	AAC-300	77-24
Rhoda I. Hopkins	Management Training Clerk (Stenography)	AAC-400	77-29
Georgetta West	Education Specialist	AAC-910	77-32
Linda Cantrell	Clerk-Typist	AAC-8	77-35
Debbie K. Dixon	Clerk-Stenographer	AAC-7	77-42
Irma L. McConnell	Secretary (Stenography)	AFS-580	FSNFO-76-71
William E. Howell	Airspace System Inspection Pilot	MSP FIFO	" 77-2
George W. Ervin	Airspace System Inspection Pilot	ATL FIFO	" 77-3
Betty J. Moon	Statistician	AFS-507	" 77-5
Paul I. Reamy	Transportation Safety Manager (Motor Carrier)	TES-15	TSI-77-1



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-11

March 16, 1977

CONTROLLERS' DECISION SAVES PILOT'S LIFE

The wrong decision might well have meant a man's life, and controllers Thomas Lyles and Jay Waggoner of the Shreveport, La., Tower didn't have a lot of time to come up with the answer. They weighed the factors and turned the light plane into the teeth of a gusting headwind. Previously the pilot had radioed to say he had encountered heavy rains in the darkness and to report that his fuel situation was becoming critical. In order to get to the closest airport--the one downwind--the pilot, who was not instrument rated, would have had to fly through an area of hazardous weather and land in severely adverse weather. So the controllers, with the cooperation of local law enforcement officers on the ground, guided the lost pilot to the more distant field. With adequate visibility at the alternate field, the pilot made a safe night landing. Still it was a close thing. Gauges on both fuel tanks showed empty. (Weather at the alternative airport: measured ceiling, three hundred overcast; visibility, one mile in thunderstorms and heavy showers--an eloquent testimony to the accuracy of the controller's decision.)

CABIN SAFETY STUDIED

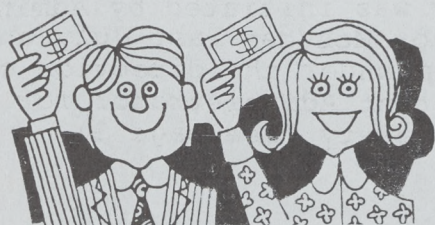
A special FAA staff study of Air Carrier Cabin Safety has produced 17 recommendations designed to protect passengers from death and injury in aircraft accidents and incidents. Noting that "Cabin safety exhibits the greatest potential for safety productivity," the study report recommends accelerated action on both regulatory projects and research and development efforts aimed at reducing fires, preventing fatal and non-fatal injuries and speeding evacuation in survivable accidents. It also suggests that FAA and NTSB develop a uniform data-collection system relative to cabin safety and crashworthiness. Four of the recommendations deal with the vital safety role of flight attendants and include such items as training, food and beverage service and coordination and communication with the flight crews during critical phases of flight. Other recommendations cover improved procedures or equipment for pre-flight passenger briefings, carry-on baggage stowage and emergency communications. The study was initiated by Administrator McLucas last July and conducted under the direction of Assistant Administrator for Aviation Safety (See page 3)

NEW COMPUTER AT NAFEC

Two of the older computers at NAFEC are scheduled to be replaced this May by a shiny new \$1.8 million mental marvel built by Honeywell Information Systems, Inc., of McLean, Va. The new computer will be employed primarily for scientific programming in support of various projects. Access to the computer will be for personnel working on projects in the field who will be able to use the new computer from remote locations. This computer will also be linked directly to computers at various airports for the purpose of gathering information for the windshear project. In addition, the computer will be used for about 40 administrative functions, such as payroll and inventories.

OVERTIME PAY

The process for payment of overtime accrued under the Fair Labor Standards Act during the period of May 1974 through July 3, 1976, will begin March 15. This is the period between the passage of the Act and the date the agency began to pay for overtime on a current pay-period basis. At present payment plans developed by each region/center are being approved by the Office of Accounting and Audit. The actual payment schedules will vary due to the complex effort involved in computing the entitlements and the capability of each location to handle the abnormal workload. Most payments will begin by the end of the calendar year.



LOOKING AT VORTICES

A three-day international conference on aircraft wake vortices, sponsored by the Department's Transportation Systems Center in Cambridge, Mass., will be held next week, March 15-17. Representing the agency at the high-level meeting will be Robert W. Wedan, deputy director of the Systems Research and Development Service, who will give opening remarks and will chair a session on Vortex Sensors and Data. Joseph Tymczyszyn Sr. of the Western Region will also chair a session on Vortex Alleviation. Wake Vortices are the turbulent swirls of air produced by aircraft that may cause damage to a lighter, following aircraft. Learning more about vortex behavior and the airspace affected will lead to increased traffic capacity and enhance safety.

2,000 FEET FOR SAFETY

The agency has turned down a petition from the Air Transport Association (ATA) to reduce required vertical separation from the present 2,000 feet to 1,000 feet above flight level 290 up to and including flight level 450. ATA contended that altitude-measuring equipment on civil and military planes had improved sufficiently to justify the reduced vertical separation. The Air Line Pilots Association (ALPA), the Department of Defense and the National Business Aircraft Association (NBAA) all disagreed with ATA's position. In consideration of the evidence, FAA denied the petition, noting that ATA had not presented adequate reasons to justify a change in the Federal Aviation Regulations.

HOT PILOTS FOR A COLD GRAVE

The "hot pilot" is the airman most likely to land in a cold grave, according to a recent U.S. Navy study. A profile of the pilot most likely to crash, appearing in this month's *Approach*, a Navy safety oriented publication, characterizes the flying liability as a swashbuckling braggart, "an egocentric perfectionist." The accident-prone pilot is also "resentful of authority... He portrays himself as a sociable extrovert, the life of the party, and a ladies' man. He has a low tolerance for tension, is less in harmony with his environment, and drinks too much. He feels he is above ordinary mortals and lives (and dies) by his own rules." In other words, he is the archetypal "hot pilot" fostered by movies, novels and television. The conclusions, according to the Navy, came from a behavioral analysis of naval pilots involved in 1975 and 1976 crashes for which pilot error was blamed.

72 MORE RULES FOR SAFETY

The agency has adopted 72 additional amendments to its airworthiness regulations governing the certification of aircraft engines and propellers. This action brings to 225 the total number of amendments adopted in a two-year program aimed at making the agency's airworthiness rules more up-to-date, understandable and consistent. The regulatory changes relate to a wide spectrum of safety items, including the installation of engine cowls and nacelles to permit easy access for pre-flight inspections, the location and shielding of exhaust-system parts to prevent fires

caused by any leakage of flammable fluids or vapors, the design and construction of engines to prevent power loss during periods of heavy rain and the installation of fire-detection systems in certain airplane types where this equipment is not now required. FAA expects to publish additional amendments to its airworthiness rules in the near future as a result of its two-year regulatory review.

NEW PLANES FOR FREE

The General Aviation Manufacturers Association (GAMA) has announced that six new private pilots will win airplanes worth up to \$50,000 each in a new \$300,000 "Takeoff" airplane sweepstakes. Those eligible to win an aircraft produced by a GAMA member must complete private-pilot training and receive their FAA certificate between Jan. 1, 1977 and Dec. 31, 1979. Every six months a winner will be selected by an independent judge from entries submitted by the recently certificated pilots. Entry blanks are available at any one of the approximately 1,500 flight schools participating in the "Takeoff" program or directly from GAMA. Entry blanks will also be sent to all new pilots receiving a medical certificate after Jan. 1, 1977.

CABIN SAFETY page 1)

Marion Roscoe. The 250-page report also includes a summary of 15 FAA cabin-safety programs and identifies 13 "recurring, persistent cabin-safety problems." Copies of the report--"Air Carrier Cabin Safety"--are available from the FAA Office of Aviation Safety, ASF-1.

March 16, 1977

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CAFETERIA BOARD OF DIRECTORS . . . The Cafeteria Board of Directors was established to oversee the operation of the Aeronautical Center cafeterias. The objective of this Board is to achieve the best possible food service at the Aeronautical Center. In order for the Board to accomplish its assigned objective, comments from employees/labor organizations and students are essential. To insure proper handling of all comments, contact points have been established as follows:

Employees/Labor Organizations: Labor Relations Branch, AAC-16
Ext. 2638

Students: Student Relations, AAC-910A, Ext. 4447

Aeronautical Center employees/labor organizations and students are encouraged to submit their comments, suggestions, and/or questions regarding the cafeteria food service to these offices.

EMPLOYEE AWARDS . . . Special Achievement Awards were presented to the following employees during February 1977: Mary S. Pinski, AAC-119; David L. Fish, AAC-826; and Jack Hastings, AAC-826.

PAYMENT OF RETROACTIVE FLSA (MAY 1, 1974 - JULY 3, 1976) . . . Payroll Branch has completed the computations of active employees' entitlement to the Fair Labor Standards Act. Payment is being made on a separate check which will be mailed by the Disbursing Officer in Kansas City on March 15, 1977. Employees will receive checks March 16 or 17, 1977.

Recipients of an FLSA check should withhold questions until receipt of a statement comparing Title 5 and FLSA entitlement for all applicable pay periods.



March 16, 1977

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

--Gaslight Dinner Theater - "I Do, I Do" - \$8.85 tickets include dinner and show for FAA employees on Tuesday, Wednesday, Thursday, and Sunday nights.

--India Temple Shrine Circus, March 24, 25, 26, 27 - \$2.00

--Six Flags Over Texas (Now open on weekends) - \$6.95

--Ice Follies, April 14, 15 (8:00 p.m.), 16 (2:00 p.m.), and 17 (6:00 p.m.) - \$6.50 seats available for \$4.50.

1977 Oklahoma hunting and fishing licenses

Magic Kingdom Club Cards to Disneyland and Disneyworld

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

Duplicating machine - 10¢ per copy

EMPLOYEES ASSOCIATION

SPRING DANCE

PLACE: Myriad Great Hall TIME: 9:00 p.m. - 1:00 a.m.

PRICE: \$4.50 each

MUSIC: LaVon Ferris and The Ferris Wheels

Tickets are available from your Representative or the Employee Association Office. NO TICKETS SOLD AT THE DOOR.

DATE: April 2, 1977



March 16, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: March 23, 1977

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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>
77-72	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u> Supervisory Medical Officer (Occupational Medicine), GS-602-15	AAC-160	602
77-93	<u>FAA DEPOT</u> Supply Clerk, GS-2005-5	AAC-480	2005
77-94	Shipment Clerk, GS-2134-4	AAC-430	2100
77-95	Materials and Equipment Inspector, WG-6965-7	AAC-430	JE-6900
77-96	<u>AIRCRAFT SERVICES BASE</u> Aircraft Mechanic Leader, WL-8852-11 A & P License required.	AAC-830	JE-8852

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-21	AMENDMENT/Editorial Assistant (Stenography), GS-1087-5 Area of Consideration: OKC FIFO and FSNFO Headquarters Closing Date: March 23, 1977	AFS-580	1087
FSNFO-77-24	*Electronics Engineer, GS-855-11 Position has promotion potential to GS-12 without further competition. Area of Consideration: FSNFO-Wide	AFS-560	855
FSNFO-77-25	*Clerk-Stenographer, GS-312-4 Area of Consideration: MSP FIFO	MSP FIFO	300-2
FSNFO-77-26	*Secretary (Stenography), GS-318-6 Area of Consideration: BTL FIFO *Closing Date: March 30, 1977	BTL FIFO	318



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-12 March 23, 1977

SABRES CUT THE MUSTARD

Down in Texas recently there was a lot of work that had to be done quickly. The Flight Standards National Field Office (FSNFO) in Oklahoma City assigned one model 80 Sabreliner and three different flight crews to the task. The plane flew for a total of 14 hours that day and flight crews checked a terminal radar at Tulsa, commissioned a VORTAC at Dallas/Fort Worth, and completed periodic inspection of several ILSs at Dallas. During an overlapping six-day period the same plane flew a total of 51 hours. This new record points out something that already was becoming quite clear: that the new flight inspection jets--the 20 Sabreliners and four Jet Commanders--are doing the job even better than expected. The prediction was that they would do the work twice as well as the old DC-3s that they replaced. The record indicates that the new planes have already cut flight hours by more than 50 percent. Although the new planes are still being broken-in, a saving of \$7.1 million has already been realized. This saving is the result of a number of factors. First, cutting flight hours by almost 18,000 hours saves flight (See page 3)

INTERNATIONAL PANEL VOTES U S SYSTEM THE BEST

The International Civil Aviation Organization's All Weather Operations Panel (AWOP) last week selected the United States' Time Reference Scanning Beam as the preferred technique for the international microwave landing systems (MLS). Developed under FAA leadership and research contracts, the U.S. entry in the international competition was selected by a surprisingly decisive six to one vote. Receiving the single dissenting vote was the British DMLS, a system based on the Doppler principle. If adopted by ICAO, the new MLS will replace the "old standby" instrument landing system (ILS) as the standard for all-weather approach and landing systems worldwide. The MLS is a more reliable and more adaptable system which increases an airport's capacity by affording a variety of curved or straight-in approach paths. The recommendation for the U.S. entry will be presented by the panel to ICAO's Air Navigation Commission (ANC) which is tentatively scheduled to meet this spring. The ANC in turn is expected to recommend the scanner beam system to the worldwide organization for adoption as the international standard.

WATCH THAT FANCY PRINTING

The Joint Committee on Printing has requested all Departmental and Agency heads to save energy in Government printing. One of the best ways to do this is to restrict the use of "coated stock" and "full reverse printing." Coated stock requires 30 percent more energy to manufacture than regular offset book paper. Printing requires more energy since coated paper is not absorbent and considerable heat is required to dry the ink. In "full reverse printing" and "large solids printing" too much energy is required for drying time; productivity decreases by up to 60 percent and presses often must run more slowly. JCP is restricting use of coated paper to the "relatively few fine publications requiring highest fidelity halftone reproduction" and full reverse printing to printing "where that heavy ink process is absolutely essential." AMS-100 at Headquarters can give advice and assistance in implementing these requirements. New regulations will be included in the revision to Order 1720.13, Printing, Duplicating and Distribution Services.

STATE AIRPORT AID TAKES OFF

The agency has approved grant agreements, totalling \$5.8 million, with Arizona, Michigan, Pennsylvania and South Dakota as part of a special demonstration program that makes these states responsible for the administration of federal Airport Development Program (ADAP) funds for the construction and improve-

ment of general aviation (non-airline) airports. The agreement will provide Arizona with \$1,068,967 for Fiscal Year 1977; Michigan with \$1,580,862; Pennsylvania with \$2,482,438 and South Dakota with \$687,862. Each agreement represents the state's allocation of general aviation funds and a share of the discretionary funds except in the case of Pennsylvania which requested only its state allocation. The Airport and Airways Development Act Amendments of 1976 authorized the participation of up to four states in the demonstration program to assess the capability of state agencies to manage funds now controlled solely by FAA.



HOT PLANES LISTED

As part of its continuing campaign to help squelch aircraft heisting, FAA will publish the list of stolen aircraft, compiled by the agency's Office of Investigations and Security. The list will appear in the Airman's Information Manual beginning in late March. The item in the Notices to Airman, Part 3a section, will ask the aviation community to report the sighting of stolen aircraft to the local FSS which then will relay the information to the appropriate law enforcement agency. The Airman's Information Manual has an estimated circulation of 10,000 subscribers, including fixed base operations, airport operators and airmen throughout the country.

March 23, 1977

FLIGHT SAFETY COMMENDED

A flight safety award was presented to the Civil Air Patrol (CAP) by the agency recently for reducing the number of aircraft accidents in the 1974-1976 period. John Sewell, Assistant Chief of Flight Standards' General Aviation Division, made the presentation to Brigadier General Thomas C. Casaday, National Commander of the CAP. A second award was presented to Brigadier General Carl S. Miller, USAF, who received a certificate appointing him as an Honorary Accident Prevention Counselor for his outstanding support of the safety objectives of both the CAP and FAA's Accident Prevention Program.

CANCELLATION OF ORDER

Order 1210.15A, Report of Consultative Meetings and Conferences (RIS: SP 1210-1), has been cancelled and will be reflected in the next edition of the FAA Directives Checklist. The Office of Aviation System Plans has determined that sufficient data has been obtained under the provisions of this Order to indicate FAA's continuing responsiveness to the aviation needs of the American public. Accordingly, and in line with the agency's efforts to increase efficiency and effectiveness, there is no longer a requirement to formally report these meetings. However, headquarters and regional offices may find it useful to maintain their own informal data on the effectiveness of their consultative meetings. The cancellation of this order in no way minimizes the importance of the consultative process and the desirability of obtaining frequent input from the public/user relative to agency plans and policies.

ICAO SEEKING APPLICANTS

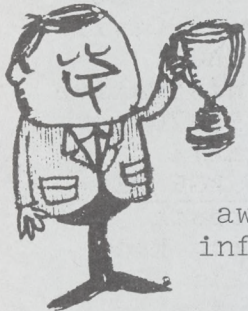
The following assignments are now available with the Internal Civil Aviation Organization (ICAO). PARIS 2 yrs-PC-3/77 Administrative Officer, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. LANGUAGE REQUIREMENT: Command of French language and a good working knowledge of English essential: A working knowledge of Russian or Spanish desirable. MONTREAL 2 yrs-PC-1/77 Editorial Office, Spanish, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. LANGUAGE REQUIREMENT: Spanish native tongue or the language used for the purpose of education and a sound knowledge of French essential, with a working knowledge of the structure, grammar, punctuation, rules of capitalization and idiomatic use of Spanish and French. PC-2/77 Chief, Statistics Section, P-5, Gross: \$30,540 per annum and Net (free of tax): \$21,324 per annum. Applications due in AIA-29 by April 14, 1977. Additional information concerning duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

SABRES (From page 1)

crews' as well as maintenance crews' salaries. Also the higher speed of the jets and the opening of the FSNFO in Oklahoma City enabled the agency to close 10 field offices and eliminate approximately 300 positions. All these moves have saved the taxpayer money and increased the efficiency of FAA employees and proved once more that, after all, modern design does make the big difference.

NOMINATIONS FOR PUBLIC ADMINISTRATOR OF THE YEAR AWARD

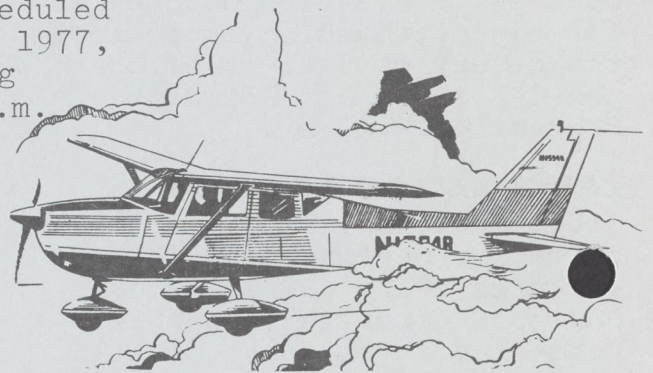
The Oklahoma City Chapter of the American Society for Public Administration is holding its annual nominations for Public Administrator of the Year. Nominations must be received by April 15 and the award will be presented in May 1977.



If you are interested in nominating a candidate for this award, contact Burton St. John, Ext. 4781, for further information.

SPECIAL FLIGHT SAFETY MEETING A special Aeronautical Center

Flight Safety Meeting devoted to Severe Weather - Thunderstorms and Tornados, is scheduled for 1:30 p.m. Wednesday, March 30, 1977, with a repeat session the following day, Thursday, March 31, at 9:30 a.m. The presentation will be made by Mr. Bob Ritchie, Weather Forecaster, and will include an excellent movie on tornados and other visual presentations. Both sessions will be held in the Headquarters building auditorium.



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

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- India Temple Shrine Circus, March 24, 25, 26, 27 - \$2.00
- Six Flags Over Texas (Now open on weekends) - \$6.95
- Ice Follies, April 14, 15 (8:00 p.m.), 16 (2:00 p.m.), and 17 (6:00 p.m.) - \$6.50 seats available for \$4.50
- 1977 Oklahoma hunting and fishing licenses
- Magic Kingdom Club Cards to Disneyland and Disneyworld
- FAA business cards - 250 cards for \$6.50; 1000 cards for \$9.00
- Duplicating machine - 10¢ per copy

The FAA Golf Club is currently accepting memberships. Check with EA office for names of those taking membership applications.

EA SPRING DANCE: April 2, 1977, at the Myriad Great Hall, from 9:00 p.m. until 1:00 a.m. Price is \$4.50. Tickets are available from EA Representatives or in the EA Office. No tickets will be sold at the door.

March 23, 1977

= 5 =

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
Washington 25, D. C.

Remember when???

June 16, 1958

TO : All CAA Employees, Washington and Field
Asst.
FROM : AAdministrator
SUBJECT: Pay Raise Legislation

At this writing a bill increasing the basic compensation of employees under the Classification Act is very near passage in Congress. By the time you read this memorandum the bill may very well have been passed and approved by the President.

Under this legislation all employees paid under the General Schedule of the Classification Act would receive an approximate 10% increase in pay. The schedule on the other side of this page shows the proposed new rates for each grade and step.

Another provision of the bill makes the salary increases effective at the start of the first pay period which began after January 1, 1958. For employees in CAA, this means an effective date of January 12. In application, this will mean that employees who are on the rolls when the bill is enacted will receive a lump sum payment for the difference between their former and new salary rates (less withholding tax and retirement or social security payments). An employee who transferred to CAA from another Agency between the effective date and the date of enactment will be paid by CAA for the period of service with us, and by his former Agency covering the period of service with it.

An additional point of importance in the legislation is that engineers and other groups of employees whose salaries have been raised within the grade under authority of the Civil Service Commission will also receive the full benefit of this increase. This had been in question but has been agreed upon by the Senate-House conferees.

Every effort will be made to issue checks for the retroactive portion of the salary increase expeditiously. The job of computing and processing each employee's entitlements is quite complex. The Budget and Finance Offices in Washington and the Field will inform you as soon as they can as to the approximate dates on which the checks will be issued.

S. K. Kemp

March 23, 1977

1958 PAY SCHEDULE

<u>Grade</u>	<u>Per Annum Rates</u>						
GS-1	\$ 2,960	\$ 3,055	\$ 3,150	\$ 3,245	\$ 3,340	\$ 3,435	\$ 3,530
GS-2	3,255	3,350	3,445	3,540	3,635	3,730	3,825
GS-3	3,495	3,590	3,685	3,780	3,875	3,970	4,065
GS-4	3,755	3,850	3,945	4,040	4,135	4,230	4,325
GS-5	4,040	4,190	4,340	4,490	4,640	4,790	4,940
GS-6	4,490	4,640	4,790	4,940	5,090	5,240	5,390
GS-7	4,980	5,130	5,280	5,430	5,580	5,730	5,880
GS-8	5,470	5,620	5,770	5,920	6,070	6,220	6,370
GS-9	5,985	6,135	6,285	6,435	6,585	6,735	6,885
GS-10	6,505	6,655	6,805	6,955	7,105	7,255	7,405
GS-11	7,030	7,270	7,510	7,750	7,990	8,230	.....
GS-12	8,330	8,570	8,810	9,050	9,290	9,530	.....
GS-13	9,890	10,130	10,370	10,610	10,850	11,090	.....
GS-14	11,355	11,595	11,835	12,075	12,315	12,555	.....
GS-15	12,770	13,070	13,370	13,670	13,970	.....	.....
GS-16	14,190	14,430	14,670	14,910	15,150	.....	.....
GS-17	15,375	15,615	15,855	16,095	16,335	.....	.....
GS-18	17,500	.....	.....	.....	.....	.....	.....

...AND THAT'S THE WAY IT WAS... In addition, we hear that Per Diem rates in 1958 were \$6.00 per day -- whether you needed it or not!

Maybe those "good 'ole days weren't really that good after all.

March 23, 1977

- 7 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: March 30, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
77-97	Data Transcriber, GS-356-4	AAC-23	356
	<u>PROCUREMENT DIVISION</u>		
77-98	Procurement Analyst, GS-1102-9	AAC-70	1102
	<u>AIRMAN AND AIRCRAFT REGISTRY DIVISION</u>		
77-99	Clerk, GS-301-4	AAC-250	300-B
	<u>FAA DEPOT</u>		
77-100	Engineering Technician, GS-802-4	AAC-440	802
	Must have six months specialized experience in the electronics/mechanical field at GS-3 level or higher.		
77-101	Electronics Technician, GS-856-5	AAC-440	856
	Promotion potential to GS-7 without further competition.		
77-102	Supervisory Supply Technician, GS-2005-7	AAC-480	2005
	<u>FAA ACADEMY</u>		
77-103	Education Technician, GS-1702-4	AAC-911	1702
	Position has promotion potential to GS-7 without further competition.		
77-71	*Airports Program Specialist (Instruction) GS-301-13	AAC-960	301-12

A minimum of one year of FAA experience is required within the last six years as an Engineer, Airport Planner, Airports Program Officer or Airports Compliance Officer at an Airports District Office, a regional Airports Division or the Washington Office of Airports Programs.

PROMOTION PLAN ANNOUNCEMENTS (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
77-73	<u>FAA ACADEMY</u> *Electronics Technician (Instruction) GS-856-12	AAC-954	856

A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, inspector, engineer or specialist at an FAA Flight Standards office (Washington, region/NAFEC, NFO or field). Requires 1 year specialized experience directly related to flight inspection.

*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.

 FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
Closing date for other than nationwide announcements: April 6, 1977			
FSNFO-77-25	AMENDMENT/Clerk-Stenographer, GS-312-4	MSP FIFO	30Q-2
Area of Consideration: MSP FIFO and local commuting area.			
FSNFO-77-10	Supervisory Aviation Safety Inspector (Airworthiness) GS-1825-14 (For planning purposes only)	AFS-580	1825
Area of Consideration: FAA-Wide			
FSNFO-77-27	Clerk-Stenographer, GS-312-4	ACY FIFO	30Q-2
Area of Consideration: ACY FIFO and NAFEC			
FSNFO-77-28	Aircraft Mechanic Foreman, WS-8852-10 (For planning purposes only)	MSP FIFO	8852
Area of Consideration: FSNFO-Wide			



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-13 March 30, 1977

NO, BUT NO GUNS ON PLANES

FAA is urging law enforcement agencies to warn persons receiving permits for the carriage of a concealed weapon that the permit does not authorize them to take the weapon aboard an aircraft and that the weapon must be declared at the airport security check point. The agency also suggests that a form similar to one developed by the Sacramento County, Calif., Sheriff's Department be used to convey this information. The form reads: "A concealed weapon permit does not authorize a person to carry a firearm or any dangerous weapon aboard commercial airlines. Further, a person must declare that he or she is carrying such firearm or dangerous weapon before entering the boarding area of an air terminal where security checks are made. Such a violation can result in arrest by either local or federal authorities or both." The form includes a space for the signature of the person receiving the permit and it can be filed for use, if needed, to show that the person was informed of the regulations concerning the carriage of weapons aboard aircraft.

THEY'RE DOING SOMETHING ABOUT THE WEATHER

A new way to look at the weather and a new way to disseminate weather information is being tested by controllers at the Clarksburg, W. Va., Benedum Airport Tower. The semi-automated weather observation system, developed by Systems Research and Development Service, is undergoing a three-month test. Here's how it works: first, surface wind direction and velocity, temperature and dewpoint and the altimeter setting are transmitted to the tower from an Automated Meteorological Observation System on the airport and displayed on the controller's TV-like monitor. The controller then adds, by means of a typewriter-like keyboard, currently observed weather, such as sky and cloud condition, visibility, rain, snow and smoke. The combined weather data then is stored in the system until it is polled--that is, called for electronically--by the Kansas City Weather Message Switching Center for dissemination throughout the country. This system may some day replace today's time consuming method which requires a tower controller to relay observations to a flight service station where it is translated into a tape for transmittal to the Kansas City Switch.

ASTRONAUTS WANTED

NASA is still looking for astronauts and has asked the agency to help find suitable candidates for the space shuttle program. NASA is particularly interested in qualified minorities and women for the astronaut program. Specifically, NASA is planning to fill 15 positions for astronaut pilots and 15 positions as astronaut mission specialists. Qualified applicants must have a bachelor's degree in a science such as engineering, physics, biology or mathematics. In addition, pilot applicants must have a minimum of 1,000 flight hours with 2,000 hours preferred. To apply write Astronaut (Pilot or Mission Specialist) Candidate Program, Code AHX, NASA, Johnson Space Center, Houston, Texas 77058. The Space Shuttle will usher in a new era of space transportation in the 1980s, opening the doors to routine operations and expanded experimental investigations in space.

CONCORDE NOISE MEASURED

For the 50 Concorde operations during February noise measurements were made by the agency at 12 sites on and around Dulles airport. They show that the average effective perceived noise level (EPNdB) on takeoff was 116.3 decibels and on approach, 114.1 EPNdB. The cumulative average from the beginning of Concorde operations last May through January was 119.6 EPNdB on departure and 117.2 on arrival which is almost exactly what was predicted before the flights began. This is the tenth month of Concorde operations at Dulles by Air France and British Airways.

WINDSHEAR SLEUTH TESTED

A new surface wind monitoring system to detect low level wind shear caused by thunderstorms and fast moving weather fronts will be tested this summer by the agency. The new Surface Wind Monitoring System (SWIMS) will be tested at six airports: Tampa (Fla.) International; Oklahoma City, Will Rogers; Houston Intercontinental; Denver Stapleton; Atlanta International and New York, J.F.K. Using a minicomputer, the SWIMS will compare measurements of wind speed and direction obtained by sensors located in the runway approach corridors with wind data obtained near the airport center. When a significant difference in the wind speed--approximately 15 knots--is detected, the wind data received from the remote site will be displayed in the control tower cab in digital form. Controllers will provide pilots with an advisory of the wind situation and potential wind shear conditions.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal 2 years - PC-4/77 Aviation Medical Officer, P-4, Gross: \$24,220 per annum and Net (free of tax): \$17,532 per annum. Applicants due in AIA-19 by May 2, 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.

UPDATE YOUR BENEFICIARIES

Is your list of beneficiaries accurate and up-to-date? Beneficiaries are persons named by you to receive money from your government life insurance policy, your Civil Service retirement fund, and any unpaid compensation due you in the event of your death. Beneficiaries can also be firms, corporations, or other legal entities. An accurate designation of beneficiaries is very important because it can prevent costly, time-consuming, and sometimes tragic legal delays. A designation can become out-of-date in several ways. Your designation for life insurance or unpaid compensation is canceled at once if you transfer to another Federal agency. It must be renewed in your new agency. Changes in family status without

a corresponding change in designation may result in a settlement to an heir other than the one you may desire. If you have named a beneficiary for your retirement fund other than your spouse, that beneficiary may become ineligible under certain circumstances. Remember also that some designations are not acceptable, e.g., "payment of just debts," "to John if he uses the money for educational purposes," "to Susie when she reaches age 21." If you want your retirement fund used for such purposes you should stipulate in your will the conditions or restrictions the executor is to follow in handling the benefits. Contact the Employment Branch, AAC-14, Ext. 4507, for further information.

FOR PLANNING PURPOSES ONLY

While looking at job announcements you may have noticed the statement, "For Planning Purposes Only." This indicates that management anticipates that there will be a vacancy in the future; however, the vacancy does not exist at the time of the announcement. This advance announcement technique enables management to avoid unnecessary delays in filling crucial vacancies. If you bid on a "planning purposes" announcement, it is important to remember that if the vacancy does not actually occur, no one will be appointed.

IF INJURED ON THE JOB

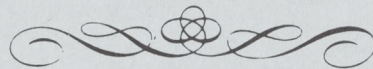
For your own protection it is important that any job-related injury, no matter how minor, be reported immediately to your supervisor. Injury also means "any illness or disease that is caused or aggravated by your employment as well as damage to medical braces, artificial limbs and other prosthetic devices." Every injury must be appropriately documented on Form CA-1, CA-2, or CA-16; detailed instructions and information about benefits are contained on these forms. A "receipt" of Notice of Injury is attached to each Form CA-1 and Form CA-2. Your supervisor should complete this receipt and return it to you for your personal records. For further information call the Injury Compensation Officer, AAC-18, Ext. 2503.

March 30, 1977

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INTERNATIONAL VISITORS . . . On Friday, April 1, four Japanese visitors will be the guests of the FAA Academy. They are Mr. H. Akao, Deputy Director, ATC Systems Planning Division, Tokyo International Airport; Mr. S. Tonegawa, Deputy Administrator, Tokyo International Airport; Mr. R. Matsufuji, Director, Operations Division, Tokyo International Airport; and Mr. Sasaguchi, Director, Telecommunications Division, Tokyo International Airport.

Next week, three visitors from Russia will be hosted by Dr. Dille in CAMI. They are Dr. E. A. Karpov, Deputy Director, Civil Aviation Science Research Institute; Dr. V.F. Tokorev, Acting Director, Department Medical Sanitation, Ministry of Civil Aviation; and Dr. S. M. Ugarkin, Director, Science Division, Foreign Relations Department, Aeroflot.



AN AD FOR OURSELVES - UNSUNG TRUTHS . . . One of the below is more accurate:

- ~~
- (1) Federal employees are drones and do little but shuffle around papers in quadruplicate.
 - (2) Federal employees are productive and inventive, carrying important but unsung jobs; many wear forest ranger uniforms, space suits or lab coats.

Many would check the first statement. The second is closer to the truth, as "An Inventive Bunch" -- a new slide presentation -- demonstrates.

The slide/tape program depicts such crucial contributions by Federal employees as development of radar, putting the sky lab into orbit, and recent innovations leading to the integrated circuit. It runs 13 minutes and is available for free loan. Federal employees and the public should enjoy the show. Employees may get new insight into the proud tradition of public service, while the public may gain new awareness of the array of unique, vital services performed by Federal staff.

It can be shown in a variety of ways with a standard slide projector.

The show is easily available. For free loan contact any Civil Service Commission area office (Oklahoma City office is 231-4611). To purchase at \$14, write the National Audiovisual Center, General Service Administration, Washington, D.C. 20409.

March 30, 1977

CAFETERIA BOARD MEETING . . . The Cafeteria Board will meet in the Director's Conference Room at 1:00 p.m. on April 6, 1977, to review comments, suggestions and/or questions regarding the cafeteria food services.



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

- =Gaslight Dinner Theater - "I Do, I Do" - \$8.85 tickets include dinner and show for FAA employees on Tuesday, Wednesday, Thursday, and Sunday nights.
- =Six Flags Over Texas (Now open on weekends) - \$6.95
- =Ice Follies - April 14, 15, (8:00 p.m.) 16 (2:00 p.m.), and 17 (6:00 p.m.) - \$6.50 seats available for \$4.50
- =Magic Kingdom Club Cards to Disneyland and Disneyworld
- =1977 Oklahoma hunting and fishing licenses
- =FAA business cards - 250 cards for \$6.50; 1000 cards for \$9.00
- =Duplicating machine - 10¢ per copy

The FAA Golf Club is currently accepting memberships. They may be purchased from the following people at a cost of \$4.00:

- | | |
|------------------------|---------------------------|
| Bruce Carter, AAC-7 | Ray Dreschler, AAC-932A |
| Mike Zink, AAC-322 | George Salles, AAC-834B |
| Ed Shank, AAC-410 | Steve Popovich, AAC-944E |
| Randall Jones, AAC-492 | Bill Dotson, AAC-482 |
| Dick Willing, CG | Durrell Treadway, AAC-330 |
| Charles Booze, AAC-132 | Dave Berryhill, AAC-321 |
| | Terry Davidson, AAC-482A |

The first tournament is at Midwest City on April 23, 1977.

89er's Baseball Club Discount Book on sale: 10 general admission or reserved seat and Phillies game. \$22.50 value for \$15.00.

EA SPRING DANCE

April 2, 1977	Myriad Great Hall
9:00 p.m. until 1:00 a.m.	Price \$4.50 ea.

Tickets are available from EA Representative or in the EA Office. No tickets will be sold at the door.

March 30, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 6, 1977

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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>
77-104	<u>DATA SERVICES DIVISION</u> Computer Operator, GS-332-9	AAC-340	332

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-22	Electronics Technician (Airborne), GS-856-11 (For Planning Purposes)	BTL FIFO	856

Area of Consideration: FAA-wide

Closing Date: April 19, 1977

FSNFO-77-29	Administrative Officer, GS-341-7	ACY FIFO	341
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Area of Consideration: FSNFO-wide

Closing Date: April 13, 1977

TRANSPORTATION SAFETY INSTITUTE (TSI) PROMOTION ANNOUNCEMENT

<u>TSI NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
TSI-77-3	Transportation Security Specialist, GS-301-13	TES-15	301-7

Area of Consideration: DOT-wide

Closing Date: April 19, 1977



"service to those who fly"

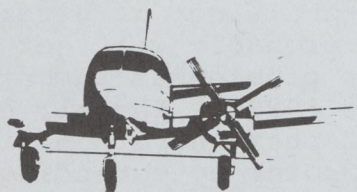
Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-14 April 6, 1977

ADMINISTRATOR McLUCAS LEAVES

After 16 months of filling "the top aviation job in the world," Administrator John L. McLucas left the FAA on April 1. As for his future plans, the former Administrator said that he intends to return to private industry. He said he is considering a number of possibilities, but so far has made no definite plans. On the eve of his departure, McLucas was commended by Rep. John J. McFall, Chairman of the House Appropriations Subcommittee on Transportation, for his exceptional service. Cited in the Congressional Record as examples of his accomplishments were the creation of the new Office of Aviation Safety. He also was praised for developing, with then Secretary Coleman, a national aviation noise abatement policy.



LAWYER, CAREER FAAer SLATED FOR TOP JOBS

A man who was there in the beginning as a member of the task force that set up the Department of Transportation, Langhorne McCook Bond, a lawyer with a background in air and space law has been nominated by President Carter to be the new FAA Administrator. Also, a career employee, Quentin S. Taylor, Director of the New England Region, has been nominated to be Deputy Administrator. Both men hold private pilot certificates. Bond, who is currently Secretary of Transportation for the State of Illinois was a special assistant to Alan S. Boyd, the first Secretary of Transportation, from April 1967 to July 1968. Prior to this assignment, Bond was a member of the task force that developed and promoted legislation which established the Department of Transportation. Bond also was the Assistant Administrator for Public Affairs for the Urban Mass Transportation Administration from July 1968 to March 1969. He received his (See page 5)

Pending confirmation of Mr. Bond as Administrator, Deputy Designate Quentin Taylor will be Acting Administrator.

TO PAY BACK PAY CLAIMS

The Comptroller General has made some long awaited rulings on the issue of back pay affecting employees who have been detailed to higher grade positions for more than 120 days. In two recent landmark decisions, the Comptroller General stated that employees detailed to higher grade positions for more than 120 days, without Civil Service Commission approval, are entitled to retroactive promotions with back pay for the period beginning with the 121st day of the detail until the detail is terminated. However, retroactive promotions and back pay can be given only to employees who meet all of the eligibility requirements for the higher grade position. The Comptroller General said that employees who do not meet Whitten Amendment (time-in-grade) requirements are not eligible for retroactive promotions with back pay; nor are employees who have been detailed to super-grade positions without prior approval of the Civil Service Commission. The Comptroller General emphasized that an entitlement to a temporary promotion for extended details should not be construed as providing an entitlement to a permanent promotion. Instructions for processing claims have not yet been received by FAA.

IN CASE OF ACCIDENT

A new rule requiring operators of airports serving air carrier aircraft to maintain a detailed medical plan for dealing with accidents and other emergencies was issued last week by the agency. Effective April 18, the rule requires each airport operator to maintain an emergency plan which lists the agencies and personnel who have agreed to provide medical and transportation services for the maximum number of persons authorized to be on board the largest aircraft serving

the facility. The new rule amends the existing Federal Aviation Regulation, Title 14 Part 139.55 which requires emergency plans, but does not outline the elements of the plans. "Compliance with this rule does not mean that operators are required to purchase additional services or equipment or to go beyond the communities served by the airport for assistance," according to Airports Programs director Joseph A. Foster, who added, "Rather, the rule requires operators to make a reasonable effort to secure community participation and make effective use of all available assistance."

AIRPORT FUNDED HALTED

Funding for a new commercial airport to serve the St. Louis area has come to a halt, following last week's decision by Transportation Secretary Brock Adams. The proposed airport site at Columbia-Waterloo, Illinois had been planned to replace Lambert, St. Louis Airport in Missouri as the major air carrier airport for the region. In announcing his decision, Adams said, "It is possible that a new airport to serve the greater St. Louis area may be needed some day in the future, but it is premature to press ahead at this time with funding of a new airport site." The Secretary added: "Forecasts indicate that lack of aircraft capacity probably will not become a serious problem at Lambert until the 1990s. The air carriers serving Lambert have confirmed this viewpoint by extending their use and lease agreements through 1995." Secretary Adams said this was an important factor in his decision. He said another important factor was the substantial opposition to the proposed airport voiced by a majority of residents living in the St. Louis area.

April 6, 1977

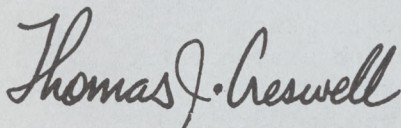
TO ALL EMPLOYEES:

It is the policy of the Aeronautical Center to support and promote the Federal Women's Program; to seek out and eliminate barriers to the employment and advancement of women, and to assure supervisory understanding, support, and recognition.

The mission of the Aeronautical Center is to provide support to the world-wide Federal Aviation Administration's operations. This is accomplished by utilizing the skills of both women and men. Our commitment to equal employment opportunity is a furtherance of that mission as we know women, and occasionally men, bear the stress of attitudes that prevent them from attaining their full potential.

Affirmative Action is the Center's resolve. Gains have been made through our combined efforts. Yet, we shall continue to renew our resolution to maintain a positive and exemplary program of equal opportunity throughout the Center; to discriminate against none, and to advance those demonstrating excellence in their assigned responsibilities through equitable merit procedures.

On the reverse side of this page is a policy statement on the Federal Women's Program from the Administrator which explains the need for a special emphasis program for women within the total FAA equal employment opportunity effort.



THOMAS J. CRESWELL

April 6, 1977

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**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

WASHINGTON, D.C. 20590



**OFFICE OF
THE ADMINISTRATOR**

FEDERAL WOMEN'S PROGRAM POLICY STATEMENT

It is the policy of the Federal Aviation Administration to provide equality of employment opportunity for all qualified persons. Within our total EEO effort we provide a special emphasis program on behalf of women because we recognize many additional barriers to equal employment opportunities for women. Most of these restraints, especially those involving attitudes, are deeply rooted in our culture and are not easily recognized or overcome.

Men are also affected by many of the same employment problems that limit women. However, where barriers have a significantly more adverse effect on women as a group, FAA makes a special effort to define the problems and to develop more equitable solutions. We have already made some innovative changes and have had some excellent results in encouraging women as well as men to develop useful and satisfying careers within FAA.

All employees are expected to give active support to the EEO Program, including the Federal Women's Program. In addition, all supervisors and managers at every level are required to take affirmative action to assure the success of these efforts, and their performance is evaluated in this area as well as their other major job assignments. As a result, we are making measurable progress toward our goal of helping employees and applicants, women as well as men, minorities as well as non-minorities, to achieve their highest career potential consonant with their abilities, ambitions, and with merit principles.

In placing special emphasis on EEO for women, FAA does not discriminate in favor of women nor against men. Rather, as we work together to solve employment problems identified as especially limiting to women, we will continue to develop supervisory and management techniques more soundly based on human values of benefit to all of us equally.

John L. McLucas
John L. McLucas
Administrator

HONORED FOR SAFETY

For his "more than 30 years of dedicated and distinguished service," James E. Dougherty, Assistant Chief of the Engineering and Manufacturing Division, Flight Standards, has been named the winner of the Flight Safety Foundation's 1977 Laura Taber Barbour Air Safety Award. The Foundation commends Dougherty for earning "worldwide respect for his ability, and universal acceptance of the highest standards of safety in aircraft design, structures and materials, developed largely through the persistence of his efforts and his technical competence." The award, established in memory of Mrs. Barbour who lost her life in an aircraft accident in 1945, is presented annually for "notable achievement in the field of aviation safety--civil or military--in method, design, invention, study or other improvement." It will be presented to Dougherty on June 28 in Washington.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). Montreal 3 years - PC-3/77 Contracts officer, P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications due in AIA-19 by May 19, 1977. Additional information about duties, salary, qualifications and benefits is available at your Manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

HOLDING TOWN MEETING

Transportation Secretary Brock Adams will hold his next Town Meeting on April 20 in San Jose, California. This will be the second in a series of town meetings being held around the country to enable Secretary Adams to get a first hand view of citizens' ideas on transportation and its problems. The San Jose Town Meeting will be held from 1 p.m. until 4 p.m. at a site to be selected. Secretary Adams expects to hear testimony from invited representatives of civic, minority, environment, and consumer groups as well as other organizations representing those with special transportation needs, such as the elderly and handicapped.

TOP JOBS (From page 1)

undergraduate degree in 1959 and his law degree in 1963, both from the University of Virginia. Taylor has been Director of the New England Region since December 1974. Before that he was Deputy Director of the Alaska Region and prior to that Director of Civil Rights. Taylor received a B.S. degree from Howard University and a Masters from the University of Syracuse. He joined the FAA in 1959 as a GS-5 electronic engineer.



SPRING
HAS
SPRUNG!!!

April 6, 1977

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AERONAUTICAL CENTER PLANS TO COMBINE STAFF SERVICES . . . As many of you know, there has been a reorganization of staff functions in the Aeronautical Center. The Accounting Division is to be retitled Accounting and Audit Division since it absorbs the audit functions of the Audit Division. The Management Analysis Division will assume the evaluation functions of the Audit Division and the planning functions of the Planning Staff. Thus, the Audit Division and the Planning Staff will no longer be separate entities. The Operations Staff functions: flight operations, flight safety, aircraft rental, and emergency preparedness will transfer to the Aircraft Services Base. The Communications Duty Officer responsibilities go into the Administrative Services Division.

What was formerly known as the Plant Engineering Division has been abolished. The functions of that organization, together with the FAA Academy training equipment maintenance functions, formerly performed by the FAA Depot, have been placed in the newly established Facility Support Division.

In some instances telephone numbers have changed. They are: Richard M. Eden, X4333; William R. Ramsey, X4573.

CAFETERIA BOARD MEETING . . . The meeting of the Cafeteria Board has been rescheduled for April 13, 1977, at 1:00 p.m. in the Director's Conference Room. The Board will review comments, suggestions, and/or questions regarding the cafeteria food services.

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- Gaslight Dinner Theater - "I Do, I Do" - \$8.85 tickets include dinner and show for FAA employees on Tuesday, Wednesday, Thursday, and Sunday nights.
- Ice Follies - April 14, 15 (8:00 p.m.) 16 (2:00 p.m.), and 17 (6:00 p.m.) - \$6.50 seats available for \$4.50. Friday, April 8, is the last day tickets will be available.
- Six Flags Over Texas (Now open on weekends) - \$6.95
- Magic Kingdom Club Cards to Disneyland and Disneyworld
- 1977 Oklahoma hunting and fishing licenses
- FAA business cards: 250 for \$6.50; 1000 for \$9.00
- Duplicating machine - 10¢ per copy



The first FAA Golf Club tournament will be at Midwest City on April 23, 1977. Membership applications are currently being accepted.

89er's Baseball Club Discount Book is on sale: 10 General Admission or Reserved seat and Phillies game. \$22.50 value for \$15.00.

April 6, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: April 13, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
77-109	Accounting Clerk, GS-501-6	AAC-23	501
	<u>PLANT ENGINEERING DIVISION</u>		
77-110	Utility Systems Operator, WG-5406-9	AAC-55	JE-5406
	<u>FAA ACADEMY</u>		
77-111	Cold Type Composing Machine Operator, GS-324-3	AAC-940	300
	This position has promotion potential to GS-4 without further competition.		
77-112	Electronics Technician, GS-856-9 Requires 1 year specialized experience directly related to aircraft simulators.	AAC-952	856
77-113	Electronics Technician, GS-856-10 Requires 1 year specialized experience directly related to aircraft simulators.	AAC-952	856
77-114	Supervisory Electronics Engineer (Instruction), GS-855-14 Temporary promotion NTE 6 months.	AAC-943	800

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.

April 6, 1977

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PROMOTION PLAN ANNOUNCEMENTS (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	<u>FAA ACADEMY</u>		
77-91	Airspace System Inspection Pilot (Instruction), GS-2181-12/13	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.

A minimum of 1 year of 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.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO-77-23	Airspace System Inspection Pilot, GS-2181-14 (Flight Inspection Position)	AFS-570	2181

Closing Date: April 21, 1977

Area of Consideration: FAA-wide

FSNFO-77-29	AMENDMENT/Administrative Officer, GS-341-7	ACY FIFO	341
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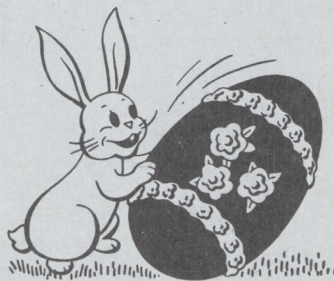
Position has promotion potential to GS-9 without further competition.

Area of Consideration: FSNFO-wide

Closing Date: April 13, 1977

FSNFO-77-22	CANCELLED/Electronics Technician (Airborne), GS-856-11	BTL FIFO	
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Happy



Easter



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-15 April 13, 1977

LOOK MOM, NO BOOM

It's possible for aircraft to fly faster than the speed of sound without causing a sonic boom on the ground. This theory was demonstrated convincingly last month when FAA's System Research and Development Service ran a series of tests showing that when wind and temperature are known from routinely available information, then supersonic boomless flight can be attained through careful flight planning. According to project chief Tom Higgins, eight flights were flown at speeds between Mach 1.05 and Mach 1.2 at 36,000 feet in the flight test area at sea off the coast of Maryland, Virginia and Delaware. The FAA sonic boom and sound recording equipment was aboard the Coast Guard cutters Point Franklin and Point Arena which were positioned under the supersonic flight path. The supersonic boomless flights reached ground speeds of 665 knots (765 MPH) compared to the ground speeds of current subsonic jets at Mach 0.80 of 465 knots (535 MPH) under similar wind and temperature conditions, which gives the supersonic boomless flights a 230 MPH edge over the subsonic operations.

TOP ATC FACILITIES NAMED BY REGIONS

FAA has selected its outstanding regional air traffic facilities for 1976 as part of a continuing awards program designed to recognize superior group performance. Winners were picked in the center, tower and flight service station categories and the regional winners now will vie for national honors. The awards are conferred on the basis of overall operational efficiency in terms of productivity, minimizing operational errors, personal and facility appearance, training, employee morale, public relations, security practices and suggestions for improvement. Cited for 1976 are: Eastern: Norfolk, Va., Tower; Washington FSS; Washington Center; Southwest: Dallas/Fort Worth Regional Tower; El Paso, Tex., FSS; Albuquerque, N.M., Center; Southern: Jacksonville Tower; Atlanta FSS; Memphis Center; Central: Des Moines, Iowa, Tower; Garden City, Kan., FSS; Great Lakes: Chicago, O'Hare Tower; Eau Claire, Wis., FSS; Chicago Center; Rocky Mountain: Salt Lake City Tower; Grand Forks, N. Dak., FSS; Denver Center; Western: Los Angeles Tower/TRACON; San Diego FSS; Oakland Center; Northwest: Grant County Tower, Moses Lake, Wash.; Redmond, Ore., FSS; Alaska: Merrill Control Tower, Anchorage; Homer FSS.

NEW LINK WITH CANADA

Last month, the world's first Aeronautical Fixed Telecommunication Network (AFTN) circuit operating faster than 1000 words per minute was commissioned. The new circuit connects the Canadian AFTN computer in Montreal with the FAA's AFTN computer in Kansas City, and operates approximately 1200 words per minute. This is 300 percent faster than the four, 100 word per minute circuits it replaced. In addition to the higher operating speed, the circuit uses a new message format based on computer information interchange standards and circuit control procedures which protect against lost messages and transmission errors. These new communication methods have been proposed by the U.S., for ICAO adoption in upgrading AFTN service.

A team of AAT/AAF headquarters and Central Region personnel joined with personnel from the Canadian Ministry of Transport to work out all the arrangements for the new circuit which provides faster, more reliable service at less overall cost than the old, slow speed circuits. Among other things, this improved capability will reduce delays associated with the current method of relaying VFR flight plans between Canada and the U.S.

NEITHER SNOW, NOR SLEET

The snow had not been forecast, but when it came it caused low ceilings and reduced visibility throughout the area. Benjamin P. Rowe, Richard S. Cox and John I. Walden were on duty in the Raleigh-Durham approach control when they received a radio call from a single-engine pilot who was lost and disoriented. First, they located him by assigning him a

discrete transponder code. They found that he was about 38 miles northeast of their airport at 2,500 feet and his visibility was intermittently zero with snow showers. The controllers also determined that the pilot was not instrument-rated although he said, he understood the instruments but he needed help. They then located a satellite airport for him, but that wasn't quite enough. The pilot was still unable to find the runway, and he requested a radar approach to Raleigh-Durham Airport. So, the controllers hand carried him to the runway threshold and he landed safely. ...During the month of March, 263 flight assists were reported--125 by flight service stations, 102 by towers and 36 by centers. There were a total of 410 people reported on board the aircraft involved. The primary causes for the assists included 176 lost pilots, 29 low on fuel, 44 involved in bad weather and 60 with some type of equipment malfunction.

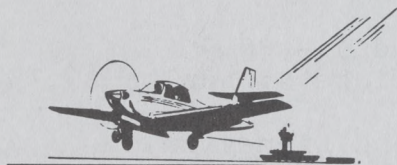
NAVY'S MINI-CENTER

The Navy has set up their own little enroute center in Jacksonville, Fla., to prevent spillouts and keep tabs on traffic flying in warning and restricted areas set aside by the military. The Fleet Area Control and Surveillance Facility or, natch, FACSFAC, was dedicated April 1. At the dedication ceremony, Lonnie D. Parrish, Southern Region Air Traffic Division Chief, said that when the Navy facility is in full operation, Navy controllers will be able to make radar handoffs to FAA controllers at the Jacksonville ARTCC and the Jacksonville TRACON. At some time in the future, automated handoffs between the various facilities may be possible.

April 13, 1977

A BOOK ABOUT US . . .

Although historically accurate, the recently published, lavishly illustrated "CLEARED TO LAND. . . The FAA Story" by Frank Burnham is not, and does not purport to be, a history of the agency. Rather it is the story of FAA people, often told in the words of the people themselves. The author takes the reader on an extended tour of FAA facilities and operations and draws on extensive interviews with air traffic controllers, flight service specialists, inspectors, security agents and test pilots. It is complete with behind-the-scenes accounts of what really happened. Published by Aero Publishers, it is a striking picture book of what we do.



MAPPING SYSTEM ORDERED

Equipment which superimposes a map of the airport terminal area on the radar scope showing air routes, approach and departure paths, runway configuration and other pertinent geographic information has been ordered by the agency. Under a \$1.8 million contract, 79 five-channel video mapping systems were purchased from General Time Corp. of Rolling Meadows, Ill. FAA will install 65 of the mapping systems at 45 airport traffic control towers as part of an on-going program to increase the efficiency of operations. The remaining 14 systems will go to U.S. Navy installations on a reimbursable basis. Delivery of the 79 systems, including auxiliary equipment, will be completed within two years.

NEW ADMINISTRATORS

Senate hearings on the nominations of Langhorne Bond to be FAA Administrator and Quentin Taylor to be Deputy Administrator are scheduled for April 21. Hearing will be chaired by Sen. Howard Cannon of Nevada, Chairman of the Aviation Subcommittee of the Senate Commerce, Science and Transportation Committee. In the meantime, Taylor, who until the end of last month has been Director of the New England Region, is the "Acting Administrator."

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MEXICO 2 years - PC-6/77 Technical Officer, COM, BANGKOK 2 years - PC-7/77 Technical Officer, MET. Salary for the above positions is set at P-4, Gross: \$24,220 per annum and Net (free of tax); \$17,532 per annum. MONTREAL 2 years - PC-8/77 Language Officer (Interpreter/Translator), P-3, Gross: \$19,670 per annum and Net (free of tax): \$14,585 per annum. Applications for all positions are due in AIA-19 by May 26, 1977. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights. LANGUAGE REQUIREMENT - PC-8/77: Russian native tongue or the language used for the purpose of education. Ability to interpret into Russian from English is essential, and from French or Spanish desirable. Ability to write Russian translations, with a thorough knowledge of syntax and stylistics, is essential. A working knowledge of French or Spanish would be a valuable additional qualification.

April 13, 1977

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FLYING CLUB MEETING ANNOUNCED . . . The April membership meeting of the FAA Flying Club will be a dinner meeting at Glen's Hickory Inn, 2815 N.W. 10th, on Saturday, April 16th at 6:30 p.m. There will be a choice of steak or shrimp for \$6.25 or chicken at \$3.95, including the salad bar. The guest speaker will be Fred Bohnenberger, FAA/NWS Weather Service. Reservations are not required. However, to provide a head count for seating arrangements, please call "Mac" McCabe at 721-1136 and specify the number in your party and choice of entree! !



NEW ROUTING SYMBOLS . . . Effective April 10, 1977, new routing symbols for former AAC-8 functions are as follows:

Flight Operations and Aircraft Rental Officer - AAC-853A
Aircraft Safety Officers - AAC-825
Duty Officers - AAC-40B

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

- Gaslight Dinner Theater - \$8.85 tickets include dinner and show for FAA employees on Tuesday, Wednesday, Thursday, and Sunday nights.
- Six Flags Over Texas (Now open on weekends) - \$6.95
- Silver Dollar City (Opens April 28th.) Tickets: Adults \$6.75, and child \$5.75
- Magic Kingdom Club Cards to Disneyland and Disneyworld
- 1977 Oklahoma hunting and fishing licenses
- FAA business cards - 250 for \$6.50; 1000 cards for \$9.00
- Duplicating machine - 10¢ per copy
- 89er's Baseball Club Discount Book on sale: 10 general admission and Phillies game. \$22.50 value for \$15.00.

FIRE DANGER . . . The shrubs and flower beds at the Aeronautical Center are filled with cotton hulls. When dry, these hulls are highly combustible and can be easily ignited by a burning cigarette. Since many of these beds are adjacent to buildings, a fire danger exists. When disposing of cigarettes and other smoking materials, be sure they are out and take care not to dispcoe of them in these beds.



April 13, 1977

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: April 20, 1977

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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>		
77-92	Supervisory Position Classification Specialist, GS-221-13	AAG-15	200
	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u>		
77-116	Medical Record Technician, GS-675-5 Position has promotion potential to GS-6 without further competition.	AAG-101	675
	<u>DATA SERVICES DIVISION</u>		
77-117	Computer Specialist, GS-334-12	AAG-310	334

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO-77-22	Electronics Technician GS-856-11 (Airborne)	BTL FIFO	856
Closing Date: April 19, 1977 Area of Consideration: FAA-wide			
FSNFO-77-31	*Aviation Safety Inspector (Airworthiness), GS-1825-9	AFS-580	1825
Area of Consideration: FSNFO-wide and Aeronautical Center			
FSNFO-77-32	*Airspace System Inspection Pilot, GS-2181-13 (Procedures position)	MSP FIFO	2181
Area of Consideration: FSNFO-wide -- 2 positions			
FSNFO-77-33	*Supervisory Electronics Technician, GS-856-12	BTL FIFO	856
Area of Consideration: FSNFO-wide *Closing Date: April 27, 1977			

April 13, 1977

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SELECTION LIST	POSITION	LOCATION	ACPP NO.
John D. Boyce	Electronics Tech. (Instr.)	AAC-940	76-198
Frank M. Cason	" " "	"	"
Ronald E. Cathcart	" " "	"	"
Paul L. Sharratt	" " "	"	"
Michael Switzer	" " "	"	"
Ronald J. Tishma	" " "	"	"
Duane L. Christensen	Aviation Safety Inspector (Operations-Instruction)	AAC-950	76-275
Robert E. Houtz	Aviation Safety Inspector (Operations-Instruction)	"	"
Arthur C. Jones	Aviation Safety Inspector (Operations-Instruction)	"	"
Malcolm E. Furbush	Aviation Safety Inspector (Operations-Instruction)	"	"
Donald E. Miller	Aviation Safety Inspector (Operations-Instruction)	"	"
Henry L. Butler	ATC Spec.(Center-Instr.)	AAC-930	76-333
Arthur N. Gordon	" " "	"	"
Gordon R. Jolley	" " "	"	"
Edward A. Simays	" " "	"	"
James C. Webster	Aerospace Engr. (Instr.)	AAC-950	76-334
Howard Goodson	ATC Spec.(Terminal-Instr.)	AAC-931	76-336
James M. Bjorkman	Gen. Comms. Equip. Operator	AAC-44	76-374A
Jim E. Hendrix	Supervisory Operating AcCnt.	AAC-23	76-385
Jim E. Evanoff	Supervisory Electronics Engr.	AAC-840	76-388
Jimmie E. Williams	Supervisory Procurement Agent	AAC-70	76-396
Troy D. Clark	Aircraft Mechanic Foreman	AAC-830	76-399
Edward J. Troillett	Aircraft Mechanic	"	76-400
Cheryl Beavers	Peripheral Equip. Operator	AAC-340	76-404
Fred Kilgo	" " "	"	"
John R. Mooney	Electronics Tech. (Instr.)	AAC-954	76-349
Charles R. Gorham	Industrial Engineer	AAC-50A	77-10
Edna M. Payne	Applications Examiner	AAC-200	77-12
Donna J. Fitzgerald	Clerk-Stenographer	AAC-1000	77-14
Carolyn S. Johnson	" " "	"	"
Margie Pine	" " "	AAC-40	"
Agnes M. Jones	Supervisory Conveyances Exam.	AAC-254	77-16
Guy W. Hudson	Warehouseman	AAC-430	77-19
Ronald D. Russell	"	"	"
Elmer Davison	Materials Distributor	"	77-20
Clarence Bailey	Computer Specialist	AAC-340	77-25
Merian Daniels	Computer Operator	AAC-340	77-26
Dot M. Turner	Supervisory Supply Cataloger	AAC-490	77-27
William Altizer	Motor Vehicle Operator	AAC-430	77-28
Jimmy King	Production Controller	AAC-850	77-31
Ronald Armstrong	Electronics Technician	AAC-440	77-36
Whorton A. Collier	Inventory Management Spec.	AAC-480	77-44
Terry Davidson	" " "	"	"
Patsy R. Jones	" " "	"	"

April 13, 1977

PROMOTION PLAN ANNOUNCEMENT
SECRETARY (STENOGRAPHY) GS-318-5, 6, & 7
FOR AERONAUTICAL CENTER EMPLOYEES ONLY

The importance of secretarial positions at the Aeronautical Center and the turnover rate in the occupation have made it desirable to utilize an Assessment Center Ranking Process and Standing Register for this occupation. The register was established in January 1977 and is being utilized to fill secretary vacancies through promotion at the Aeronautical Center. The Standing Register is now open for competition to employees who have not been ranked by the Assessment Center during the year. It will be reopened every 90 days.

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

Qualification and Ranking: The minimum qualifications for the positions are described in Promotion Plan Qualification Guide No. 318. Eligible candidates will be ranked by the following factors and entered on the Standing Register in accordance with the score received:

- (1) Education and experience - Maximum 15 points
- (2) Supervisory evaluation - Maximum 10 points
- (3) Awards - Maximum 3 points
- (4) Assessment Center rating - Maximum 70 points

Application: For promotion consideration, submit completed AC Forms 3330-12 and 3330-59 to AAC-14 for each grade level for which you are qualified and interested. Candidates who have previously competed in the assessment may not re compete at this time.

Closing date: April 20, 1977

April 13, 1977

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<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>QUAL.</u>
SR-77-2.1	Secretary (Stenography) GS-318-5	318
SR-77-3.1	Secretary (Stenography) GS-318-6	318
SR-77-4.1	Secretary (Stenography) GS-318-7	318

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.

Candidates who meet the qualification requirements will be notified of the date they are scheduled for assessment.





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-16 APRIL 20, 1977

EASY RIDING FOR HANDICAPPED

New regulations designed to ensure more equitable treatment of physically handicapped persons traveling on commercial airlines were issued by the agency last week. Under the regulations, each airline must establish procedures that will maximize access to air transportation for handicapped persons who may require assistance during an emergency. FAA will review each airline's procedures and may order changes, if needed, "in the interest of safety or in the public interest." Effective date of the new regulations is May 16, 1977. To assist the air carriers in developing appropriate procedures, FAA has issued an advisory circular which incorporates the results of agency research as well as information and material obtained from interested individuals and organizations in the course of the rulemaking process. Among other things, the advisory circular explains how to assist blind and deaf persons, where to place guide dogs and where to seat handicapped persons.



WOMAN'S DAY PICKED FOR EEO AWARDS

As a result of a proclamation from Acting Administrator Quentin S. Taylor, Women's Equality Day, August 26, has been set aside for the presentation of the Administrator's Annual EEO Awards. Although these awards will be in recognition of the achievements in the entire EEO area, including recruitment, presentation at this time will highlight women's equality, which is, of course, a vital part of the EEO Program. The awards will be given to employees who through superior accomplishments in the fields of training, recruitment or other activity, advance equal employment opportunity in government. Awards also will be presented to supervisors who clearly excel in (1) motivating employees to develop their full potential and to use their skills to a maximum extent, (2) achieving effective employee utilization, and (3) demonstrating sensitive treatment of all employees. The August 26 date marks the anniversary of the ratification of the 19th Amendment to the U.S. Constitution, which in 1920 gave U.S. women the right to vote. For subsequent announcements about the Administrator's Annual EEO Awards, watch these pages.

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

WHAT'CHA WAITING FOR?

The agency has hired a transportation consulting firm to take a careful look at aircraft delays at eight major U.S. airports. The contractor--Peat, Marwick, Mitchell and Company of San Francisco--will provide analytic support for the FAA's Airport Improvement Task Forces. At each of the eight airports the contractor will use a model to identify causes of delays and show the advantages and disadvantages of various methods of reducing them. This information will be used by task forces made up of airport users, management representatives and FAAers at each of the individual airports. The eight airports are: Chicago's O'Hare, Atlanta, Denver, Miami, LaGuardia and JFK in New York, San Francisco and Los Angeles.

NO GUNS AT AIRPORTS

The agency is considering regulatory action to prohibit the carriage of illegal firearms and other dangerous weapons into airport terminals because of the large number of such items still being detected at airports passenger screening stations. At present, Federal regulations pertain only to the carriage of weapons aboard aircraft. FAA also is considering changing the regulation that requires law enforcement officers to be stationed at passenger screening locations. The change would allow a "roving patrol" so that police presence might deter other crimes but still allow quick response, when needed, at the screening stations. The contemplated actions are discussed in FAA's Fifth Semi-Annual Report to Congress on the "Effectiveness of the Civil Aviation Security Program." The report showed that

1,906 firearms, including 859 handguns, were detected at the screening stations in the last six months of 1976.

SLICING RADIO WAVES THINNER

The agency is slicing channel spacing down to 25 kHz (kilohertz) jumps for very high frequency air traffic control communications with aircraft operating above 18,000 feet. Reduction of frequency spacing from 50 to 25 kHz will increase the availability of VHF communications channels needed to relieve current frequency congestion and provide for future air traffic growth. The change affects the upper end of the air traffic control portion of the Aeronautical Mobile Service Band. Initial implementation began on April 1 with the assignment of 25 kHz frequencies to four high altitude areas (above 18,000 feet) at the Cleveland, Indianapolis, Chicago and Kansas City air route traffic control centers. Eight more sectors will be added from May to October. Included will be sectors in Atlanta, Boston, New York and Houston centers.

FINE TUNING

Broadcast interference, automated frequency selection, new system frequency requirements and radiation hazards are among the topics to be discussed at a meeting of the agency's frequency managers scheduled for April 26 through 28. Managers from headquarters and the 11 regional offices will convene in Denver for the periodic get-together. The last such meeting was held in Washington during October of 1975.



MAIL COST RISING

FAA postage cost for the agency this year will be over \$4½ million. Every employee should be aware that FAA does not have "free mailing." Every piece of mail generated by FAA, even using "holey" envelopes to send materials from headquarters to the regions or between regions and facilities, costs money. Folding a letter and putting it in a small messenger envelope instead of the larger flat envelope will reduce the cost from 35¢ to 13¢. Based on the huge volume of mail handled annually, this cost reduction per letter could result in substantial savings to FAA. Order 1770.11A shows additional ways to reduce postage costs.

NATIONAL SECRETARIES WEEK

National Secretaries Week will be observed April 24-30 and to give you an idea of what life would be like without secretaries the editor of Intercom is typing this item him self..putting intercom together each week would be impossible without the secretaries in the Office of Public Affairs. They do the typing, proofreading, the cutting and the pasting that makes the Whole thing come out more or less even every week. So We think we know better than most how important secretaries are in achieving the agencies; goals and objectives. If you don't believe us, try typing one of your own memos ~~xxxx~~ sometime. And remember, that's only part of what they do. Next week we'll pass on some good ideas about secretaries typed by secretaries.

NO MORE TRIANGLES

It was an old stand-by, but it out-lived its usefulness. Generations of pilots--those brought up on crystal sets and radios that would never quite tune properly--were taught to fly a triangle pattern in case there was an emergency and their radio was not working. FAA spelled out the recommended emergency procedure specifically in the Airman's Information Manual (AIM): fly a left triangle if both the transmitter and receiver were on the fritz and a right pattern if only the transmitter was down. But now as more and more planes are transponder and beacon equipped, squawking 7700--the emergency code--becomes the realistic thing to do in an emergency. Also, in today's radar/beacon environment a primary radar return of a triangular pattern is difficult if not impossible to detect. In IFR conditions the plane that takes time out to fly a triangle may drastically reduce separation from other traffic. All in all, the agency, as well as a number of user groups, felt that pilots facing emergencies could make better use of their time and fuel by investigating other solutions to their problems. For instance, returning to an area where weather is known to be better.

ORDER NOT CANCELED

Order 6300.3, Multiple Radar Displays, which was listed as canceled in a previous Intercom is still current and should be retained.

* * * * *

TIME CHANGE

REMEMBER ! ! ! Set your clock FORWARD one hour . . . Sunday, April 24th.



CHARLES A. LINDBERGH

A SALUTE...

EVENTS LEADING UP TO FAMOUS FLIGHT

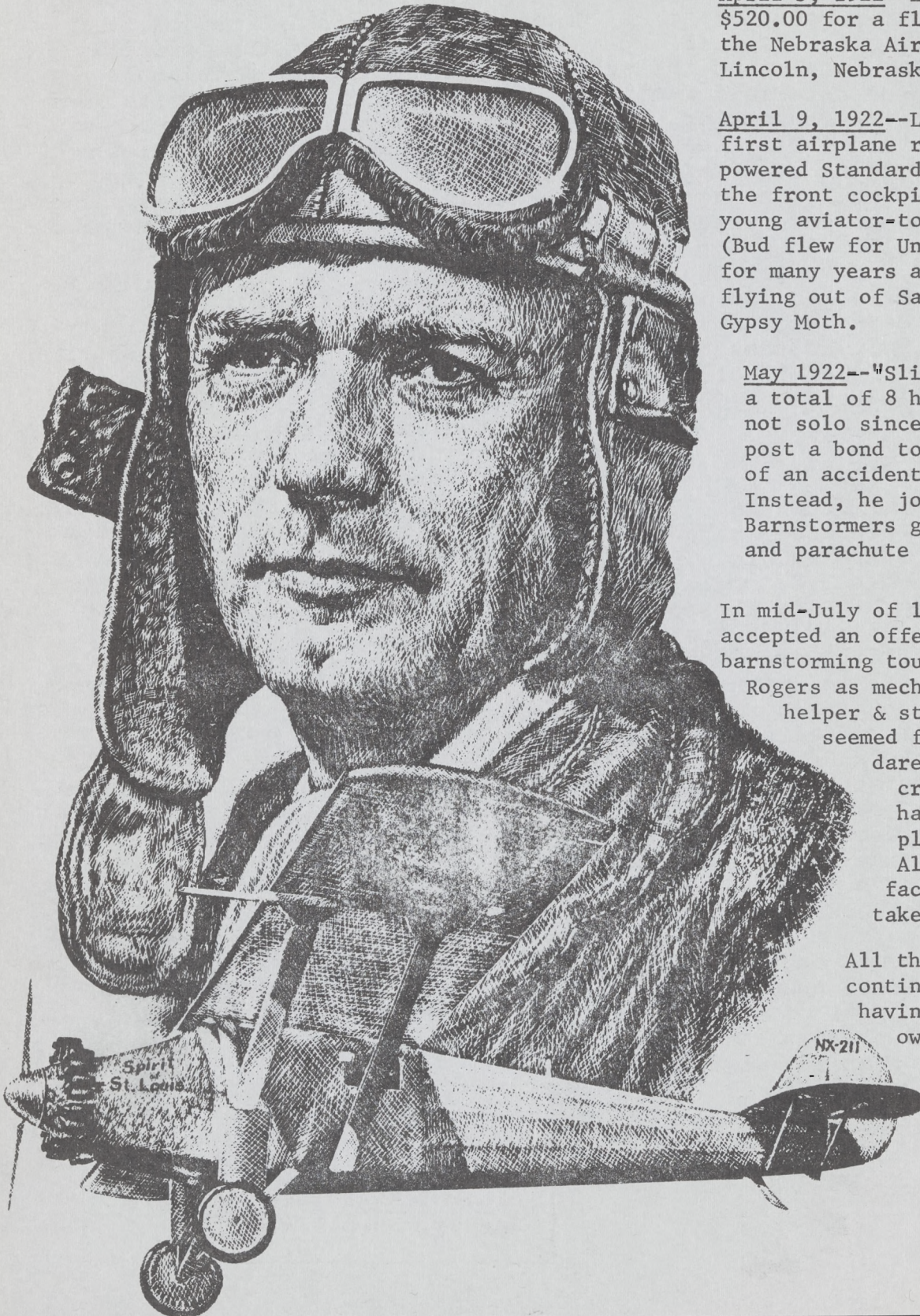
April 5, 1922--Lindbergh paid \$520.00 for a flying course at the Nebraska Aircraft Corp. in Lincoln, Nebraska.

April 9, 1922--Lindbergh had his first airplane ride in a Hiss-powered Standard. He shared the front cockpit with another young aviator-to-be "Bud" Gurney. (Bud flew for United Air Lines for many years and is still flying out of Santa Paula in his Gypsy Moth.

May 1922--"Slim" Lindbergh had a total of 8 hours, but did not solo since he could not post a bond to cover the cost of an accident to the plane. Instead, he joined a Barnstormers group as a mechanic and parachute jumper.

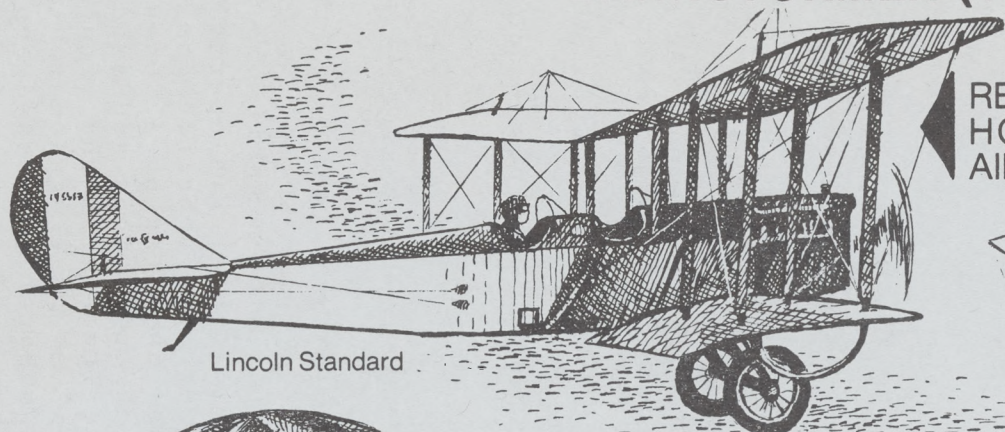
In mid-July of 1922, Lindbergh accepted an offer to go on a barnstorming tour with "Banty" Rogers as mechanic, general helper & stunt man. What seemed foolhardy and daredevil acts to the crowds on the ground had been carefully planned by Lindbergh. All possible safety factors had been taken into account.

All the while, Lindbergh continued to dream of having a plane of his own.



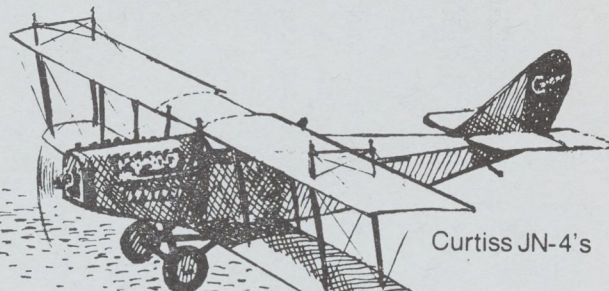
A SALUTE TO CHARLES A. LINDBERGH

BARNSTORMER (1922)

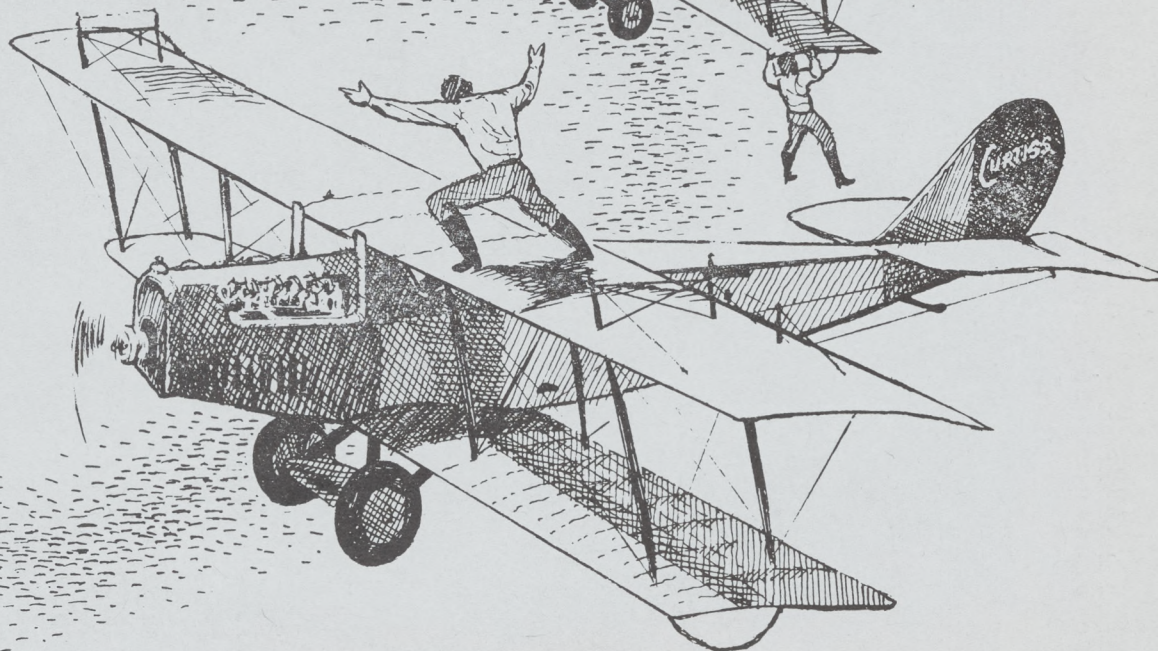
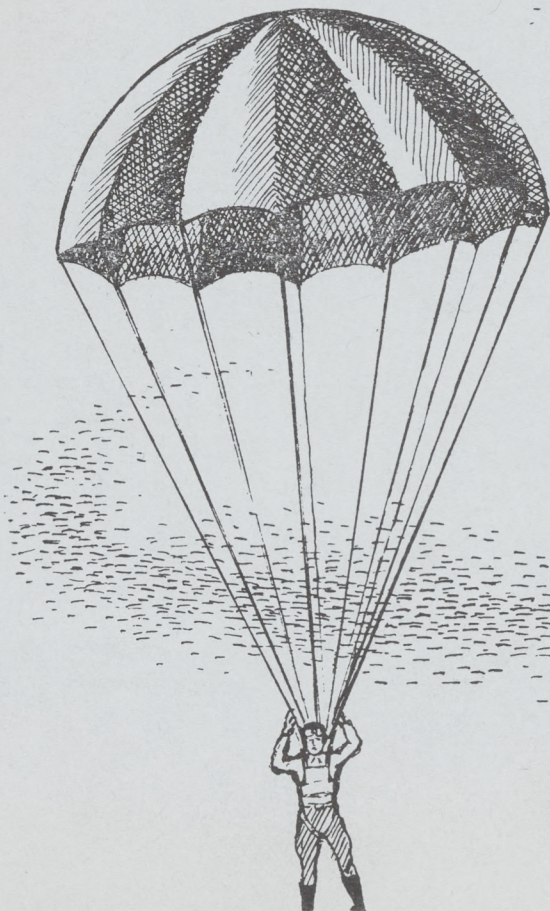


Lincoln Standard

RECEIVED FIRST FLIGHT INSTRUCTION (8 HOURS) IN A LINCOLN STANDARD AIRPLANE.



Curtiss JN-4's



NEVER SOLOED BUT BECAME A WING WALKER AND PARACHUTIST TO EARN MONEY TO BUY HIS OWN AIRPLANE.

AERO CENTER AWARDS . . . During March 1977, the following awards were presented to Aeronautical Center employees:

ADOPTED SUGGESTIONS

<u>Employee's Name & Organization</u>	<u>AWARD</u>	<u>Brief of Suggestion</u>
Leon L. Jessie	\$ 25.00	Install Light Switches at Both Ends of Corridor
Robert J. Peters Aircraft Services Base	Certificate	Replacing 1N23G and 1N23GR Diodes in RT-1201A Receiver Transmitters

OFFICIAL LETTERS OF COMMENDATION

Robert L. Cunningham, AAC-835; Leonard Allen, AAC-835; Ted J. Pickett, AAC-931A2; Warren G. Norris, AAC-836; Frederick H. Banks, AAC-931B2; Robert A. Supplee, AAC-931B2; Gregory Clatterbuck, AAC-931B3

QUALITY INCREASE AWARDS

Sherelene Teague, AAC-130

SPECIAL ACHIEVEMENT AWARDS

Kenneth E. Johnson, \$250, AAC-493 and Stephen J. Mulzet, \$150, AAC-431
* * * * *

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

- Gaslight Dinner Theater - Lovers and Other Strangers = FAA nights = Tuesday, Wednesday, Thursday and Sunday - \$8.85 each.
- Six Flags Over Texas Tickets - \$6.95 each
- Silver Dollar City = Opens April 28th - Adults \$6.50, Child \$5.50
- Auto Racing = Friday night 7:30 - Tickets on sale now = Adults \$3.50 and Child \$2.00
- 1977 Oklahoma Hunting & Fishing Licenses
- Duplicating machine 10¢ per copy
- TOURS = Acapulco, Mexico = 8 days 7 nights - Hyatt Regency Hotel, June 26th, through July 3rd and July 17th

CAFETERIA BOARD MEETS . . . The Cafeteria Board met on April 13, 1977, for the purpose of reviewing cafeteria operations. Included in this review were the specific comments, suggestions and questions submitted by Aeronautical Center employees, labor organizations and students. The Board discussed these items with the manager of I. I. Foods, Inc. and they have agreed to take appropriate action. The manager expressed appreciation for the opportunity to improve cafeteria food service.



APRIL 20, 1977

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: April 27, 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>ACCOUNTING AND AUDIT DIVISION</u>			
77-118	Operating Accountant, GS-510-5	AAC-23	510
	This position has promotion potential to GS-9 without further competition.		
77-119	Accounting Clerk (Data Transcribing), GS-501-4	AAC-21	500
	Applicants must possess proficiency in typing or data transcribing. This position has promotion potential to GS-5 without further competition.		
<u>FAA DEPOT</u>			
77-120	Supervisory Data Transcriber, GS-356-5	AAC-480	356
77-121	Teletypewriter Repairer, WG-2509-10	AAC-440	JE-2509
<u>AIRCRAFT SERVICES BASE</u>			
77-122	Electronics Technician, GS-856-5	AAC-830	856
	This position has promotion potential to GS-9 without further competition.		

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENT

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO=77=37	Secretary (Stenography), GS-318-4	AFS-580	318

Closing Date: May 4, 1977

Area of Consideration: FSNFO, OKC FIFO and Aeronautical Center

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Ronald P. Aikens	ATC Spec. (Terminal-Instr.)	AAC=931	76-173
Thomas Curtis	Electronics Tech. (Instr.)	AAC=940	76-198
Joel Kahn	" " "	"	"
Kenneth Lindquist	" " "	"	"
Gregory M. Sanchez	" " "	"	"
Ted J. Stratton	" " "	"	"
Patrick G. Claxton	ATC Spec. (Center-Instr.)	AAC=930	76-333
Leslie E. Cronk	" " " "	"	"
Willie Card	" " (Terminal-Instr.)	"	76-336
Henry Guerrero	" " " "	"	"
George P. Davis	Electronics Engineer	AAC=1010	76-391
Gary L. Lacina	Supervisory Aviation Safety Insp. (Operations-Instr.)	AAC=950	77-33
Terry L. Blythe	Freight Rate Assistant	AAC=430	77-45
Eldon R. Howard	Equipment Specialist	AAC=53	77-49
Thomas Williams, Jr.	Planner and Estimator (Gen.)	AAC=53	77-50
Nancy M. Hatcher	Data Transcriber	AAC=203	77-51
Sharon K. Ashford	Conveyances Examiner	AAC=250	77-52
Carole Barton	Accounting Clerk	AAC=21	77-57
Donald R. Fisher	Bindery Worker	AAC=45	77-58
Hazel B. Whitson	Clerk	AAC=260	77-60
John Berry	Electronics Technician	AAC=440	77-61
Richard King	" "	"	"
Bobbie Sullivan	" "	"	"
Charles E. Satterwhite	Warehouseman	AAC=430	77-62
Larry Hayes	Supply Clerk (Data Trans.)	AAC=490	77-63
Lewis W. Haynes	Lead Supply Technician	AAC=430	77-64
Nancy C. McConnell	Clerk-Typist	AAC=830	77-65
Rolland Gerdes	Utility Systems Opr. Foreman	AAC=55	77-76
Travis L. Ray	Computer Aid	AAC=340	77-77
Tena Schamahorn	Clerk	AAC=440	77-78
William Ritchards	Physical Security Spec.	AAC=90	77-84
Joseph H. Nix, Jr.	Training Instructor (Aviation Physiology)	AAC=101	77-86
Barbara A. Johnson	Secretary (Stenography)	AAC=40	SR-77-2
Mary Ann Mustain	" "	AAC=440	"
Hodgkinson Sandra K.	" "	TES-15	"
Joy Schilling	" "	AAC=430	"
Thaymer J. Tracy	" "	AAC=40	SR-77-3
Jolene A. Johnson	" "	AAC=500	"
Ben W. Miller	Mathematician	AFS=507	FINFO=76-67
Dale F. Johnson	Supervisory Airspace Sys. Inspection Pilot	OKC FIFO	FSNFO=77-6
John H. Gumm	Electronics Tech. (Airborne)	LAX FIFO	FSNFO=77-7
Calvin Howerin, Jr.	" " "	LAX FIFO	"
Glenn R. Green	Aircraft Mechanic Leader	MSP FIFO	FSNFO=77-9
John F. Kuhar	Supervisory Airspace Sys. Inspection Pilot	ATL FIFO	FSNFO=77-11
Maryan E. Kramer	Secretary (Stenography)	ACY FIFO	FSNFO=77-12
Mary Graeve	Clerk-Stenographer	MSP FIFO	FSNFO=77-25



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-17

April 27, 1977

CONTROLLERS PROMOTED

As a result of the new position classification standards for air traffic controllers issued early this year by the Civil Service Commission and supported by the agency, approximately 3,820 controllers have been promoted. Effective February 13 and March 13, about 2,200 journeymen controllers at 13 of the nation's busiest ATC facilities were promoted to the GS-14 level. Another 420 controllers at nine facilities were upped to the GS-13 grade level, while about 180 journeymen controllers at 11 facilities were raised from GS-11 to GS-12, and an additional 145 at 24 facilities were promoted to GS-11. Although an earlier INTERCOM reported that full performance controllers at the nation's busiest terminals were promoted to the GS-14 level, in fact the criteria for upgrading depends on more than just the number of operations at a facility. Under the new standards, the GS-14 level can be attained only in terminal facilities that use radar for positive air traffic control.

TOP FLIGHT STANDARDS OFFICES GET AWARDS

The Battle Creek (Mich.) Flight Inspection Field Office has been named winner of the 1976 Flight Standards Field Office Award for outstanding performance in conducting assigned safety programs during the year. Under the revised award program procedures, the FIFO was in competition with Flight Standards field offices of all regions for the honor. The Battle Creek office was commended particularly for work quality which was significantly above average and "increased productivity, efficiency and economy of operation . . . achieved through innovative aircraft scheduling and maintenance procedures." A special plaque and certificate will be presented to the office during ceremonies tentatively scheduled for late spring. Runners-up for the national honor included:

- Great Lakes Region - Milwaukee General Aviation District Office
- Southern Region - Jackson General Aviation District Office.
- Alaskan Region - Anchorage General Aviation District Office.
- Southwest Region - Houston Air Carrier District Office.
- Central Region - Wichita Engineering and Manufacturing District Office.
- Eastern Region - Aeronautical Quality Assurance Field Office.

SECRETARY WEEK

This is National Secretary Week-- April 24-30. So maybe it's a good time to give some special thought to these essential people who run our business. Here are some ideas the Federal Woman's Program of the Civil Service Commission suggests we keep in mind:

- Of course, secretaries should participate in staff meetings and social functions.
- For the good of the business they should be encouraged to participate in staff discussions and their ideas should be solicited.
- Demeaning and unnecessary classification such as "non-professional" should be dropped, while realistic time allowances for performance of secretarial work involved in a task should be built into deadlines.
- Titles such as Ms. and Mr. should be used uniformly or dropped across the board--"Hi, Tom." "Hi, Jane." "Hi, Mr. Smith." "Hi, Mrs. Jones."
- (And last but no less essential) Housekeeping and personal errand chores, such as bringing coffee, watering plants and collecting money for and arranging office social functions, should not be expected routinely of secretaries. (Incidentally, when we say "secretaries," we mean clerical workers of all kinds.)

FOR A SMOOTH FLOW

The agency has awarded a \$3.2 million contract to a Silver Spring, Md., firm to provide the Central Flow Control Facility in headquarters with up-to-the-minute information on the flow of traffic in the nation's airways system. The contract calls for a computer system which will tell "Central-

Flow" how many aircraft actually are in the air at any one time instead of the number that are scheduled to be there, as the present system does. CFCF monitors the flow of traffic throughout the country and initiates action to reduce congestion when severe weather or other problems slow traffic movement. The new equipment will help the airlines save fuel by enabling controllers to hold aircraft on the ground when they are scheduled to depart for an area that is experiencing delays.

DAMPING FUEL FIRES

Techniques and devices for preventing or minimizing post-crash fuel fires in survivable aircraft accidents will be the subject of a FAA sponsored five-day meeting in Washington, beginning June 13. As a result of the meetings FAA hopes to develop information on fire prevention systems that are effective in all survivable accident situations. The agency will consider not only the effectiveness of the system but also the relative merits of each, the drawbacks of each, how quickly effective systems can be developed and put into service and what their effect will be on aircraft weight, energy consumption, the environment and the cost to the traveling public. The hearing will feature presentations by both Government and industry experts on such subjects as fuel volatility, crash-resistant fuel tanks, fuel tank inerting, fuel tank foam, engine ignition suppression and anti-misting fuel additives. Also on the agenda are discussions of the transport aircraft accident experience and the current Federal Aviation Regulations for reducing post-crash fire and explosion hazards.

April 27, 1977

ATTENTION TRAVELERS! . . . All employees at the Aeronautical Center who process their travel vouchers through AAC-21C, please note: All TDY vouchers that have a balance due to the traveler of \$150.00 or less should be paid by cash from the Imprest Fund. In the upper right hand corner of the travel voucher, please indicate your extension and you will be called when your voucher is ready for payment. If you have any questions concerning this, please contact the Travel Section, Ext. 2189.

....CONCERNING MEALS AND LODGING . . . Reference par. 745, DOT 1500.6 where meals and lodging are provided. Under certain conditions, the operating administration concerned pays the cost of lodging and meals directly to the organization which provides these services. This applied to situations where the employee attends a training course and the cost of meals or lodging is included in the fee paid by the government. For example, the fee paid to the FAA Management Training School in Lawton includes the cost of meals and lodging. Enroute per diem to MTS ends at midnight on the day of arrival with at least one meal furnished to the traveler. The appropriate deductions for meals are:

Breakfast	\$3.00
Lunch	3.00
Dinner	7.00

Depending on which meal is available, these deductions should be and will be made on all travel vouchers.

CIVIL RIGHTS COMMITTEE MEMBERSHIP . . . The Aeronautical Center Civil Rights Committee will have six positions to fill for the July 1977 - July 1979 period. Employees wishing to be members of the Committee, and division/staff offices wishing to nominate members, should furnish AAC-9 the employee's name, job title, grade, routing symbol, telephone number, and a statement from the appropriate supervisor that the employee will be available for committee activity. Nominations should be submitted by June 1, 1977.

NEW SPEED POSTED! . . . The new speed limit on S.W. 104th Street between Portland and McArthur is now 45 mph. Signs are posted along this route giving the new speed limit.

NATIONAL DISASTER SURVIVAL TEST . . . On May 1, 1977, at 7:00 p.m. (Central Time) NBC-TV will telecast a National Disaster Survival Test in cooperation with the National Safety Council. The test deals with what individuals can do to anticipate disasters and how to prevent accidents associated with disasters. Shown below is a copy of the official test form which can be used to indicate your answers to the survival test.

THE NATIONAL DISASTER SURVIVAL TEST

*A Warren V. Bush Production in cooperation with the National Safety Council
NBC Television 8:00 p.m. Eastern Time, Sunday, May 1, 1977*

OFFICIAL TEST FORM	
<p>I. JUDGMENT</p> <p>1. a b c d</p> <p>2. a b c d</p> <p>3. a b c d</p> <p style="text-align: right;">Score _____</p>	<p>II. KNOWLEDGE</p> <p>1. T F 5. T F 8. T F</p> <p>2. T F 6. T F 9. T F</p> <p>3. T F 7. T F 10. T F</p> <p>4. T F</p> <p style="text-align: right;">Score _____</p>
<p>III. ALERTNESS</p> <p>1. Yes No</p> <p>2. List the number of potential dangers: _____ Score _____</p>	
<p>IV. STRESS</p> <p>1. Yes No 9. Yes No</p> <p>2. Yes No 10. Yes No</p> <p>3. Yes No 11. Yes No</p> <p>4. Yes No 12. Yes No</p> <p>5. Yes No 13. Yes No</p> <p>6. Yes No 14. Yes No</p> <p>7. Yes No 15. Yes No</p> <p>8. Yes No</p> <p style="text-align: right;">Score _____</p>	<p>V. LEADERSHIP</p> <p>1. a b c d</p> <p>2. a b c d</p> <p style="text-align: right;">Score _____</p> <p style="text-align: center; border: 1px solid black; padding: 5px;">PRELIMINARY SCORE</p> <p style="text-align: center; border: 1px solid black; padding: 5px;">VI. SPECIAL SCORING</p> <p style="text-align: center; border: 1px solid black; padding: 5px;">YOUR FINAL SCORE</p>

Use this test form to indicate your answers, to total your score, and to compare your score with your family, friends, and other groups.

Members of the National Safety Council may obtain additional information on disaster survival by contacting Council headquarters, 444 N. Michigan Ave., Chicago, Illinois 60611.



National Safety Council

April 27, 1977

SAVINGS BOND CAMPAIGN BEGINS . . . "Invest In Your Future With U.S. Savings Bonds" is the theme which announces the DOT's 1977 U.S. Savings Bond Campaign. The drive will be conducted May 2 through May 27, 1977. A new film explaining the advantages of owning Savings Bonds will be shown in the Headquarters Auditorium on April 29, 1977, at the following times:

10:00 a.m.	12:30 p.m.
10:30 a.m.	1:00 p.m.
11:00 a.m.	1:30 p.m.
	2:00 p.m.

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

AERONAUTICAL CENTER APPOINTS PSYCHOLOGIST . . . James O. Boone, Ph.D., has joined the Aviation Psychology Laboratory at CAMI. Dr. Boone was appointed head of the Selection and Testing Research Unit and will work primarily on the selection of air traffic controllers for training at the FAA Academy.

A college and graduate honor student, Dr. Boone received his undergraduate degree from Wesleyan College of Tennessee, and Ed.D in counseling psychology from Rice Seminary, and a Ph.D. in measurement and evaluation research from Florida State University.

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

- Gaslight Dinner Theater - "Lovers and Other Strangers" -
FAA nights: Tuesday, Wednesday, Thursday, Sunday - \$8.85 ea.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City in Missouri - Adults \$6.50 ea. and
Child \$5.50 ea.
- Oklahoma Auto Racing - Adults \$3.50 ea, Child \$2.00 - Friday
nights at 7:30 p.m.
- 1977 Oklahoma Hunting and Fishing Licenses
- Duplicating machine 10¢ per copy

Several tours are coming up in June and July. Check your EA Office for details. Plans include trips to the Caribbean, to Las Vegas, Nevada, and to Acapulco, Mexico.

April 27, 1977

- 6 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: May 4, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>AERONAUTICAL CENTER-WIDE</u>			
77-66	Clerk-Typist, GS-322-4	Aero. Center	322
This is an update of ACPP NO. 77-66. Applicants who previously applied need not reapply.			
<u>AIRMEN AND AIRCRAFT REGISTRY</u>			
77-127	Chief, Aircraft Registration Branch, GS-301-13	AAC-250	301-7
<u>FAA DEPOT</u>			
77-128	Freight Classification Specialist, GS-2131-9	AAC-433	2131
77-129	Tool and Parts Attendant, WG-6904-6	AAC-430	JE-6900
77-130	Packer, WG-7002-4	AAC-430	JE-7002
77-131	Supply Clerk, GS-2005-4	AAC-482	2005
77-132	Supply Clerk (Typing), GS-2005-4	AAC-484	2005
Incumbent must be proficient in typing.			
<u>AIRCRAFT SERVICES BASE</u>			
77-133	Aircraft Mechanic, WG-8852-10	AAC-830	JE-8852
77-134	Supervisory Electronics Technician, GS-856-12	AAC-830	856
Requires 1 year specialized experience in maintenance of avionics systems or equipment.			
<u>Duty Location:</u> Kansas City, Missouri			
<u>FAA ACADEMY</u>			
77-135	Supply Clerk (Typing), GS-2005-4	AAG-930	2005
77-136	Training Technician, GS-1702-6	AAG-931	1702
One year of the specialized experience must be at the GS-5 grade level.			
This position has promotion potential to GS-7 without further competition.			

April 27, 1977

PROMOTION PLAN ANNOUNCEMENTS (continued)

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
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77-137	<u>FAA ACADEMY</u> Supervisory Air Traffic Control Specialist (Center-Instruction), GS-2152-14	AAC-931	2152
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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.

Temporary promotion NTE 6 months.

77-105	*Electronics Technician (Instruction), GS-856-9/11	AAC-943	856
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A minimum of 1 year of FAA experience is required within the last 6 years as a technician or engineer at an AF Sector, regional AF Division, Washington office of AF Service or in FAA research, development or systems engineering. Applicants selected at the GS-9 level will be eligible for promotion to the GS-11 level without further competition.

77-106	*Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AAG-951	1825
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A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, inspector, engineer or specialist at an FS office (Washington, region/NAFEC, NFO or field). Applicants selected at the GS-12 level will be eligible for promotion to GS-13 level without further competition.

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

77-107	Supervisory Electronics Engineer (Instruction), GS-855-14	AAC-943	800
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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.

Present Academy instructors are exempt from the above statement.

 FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENT

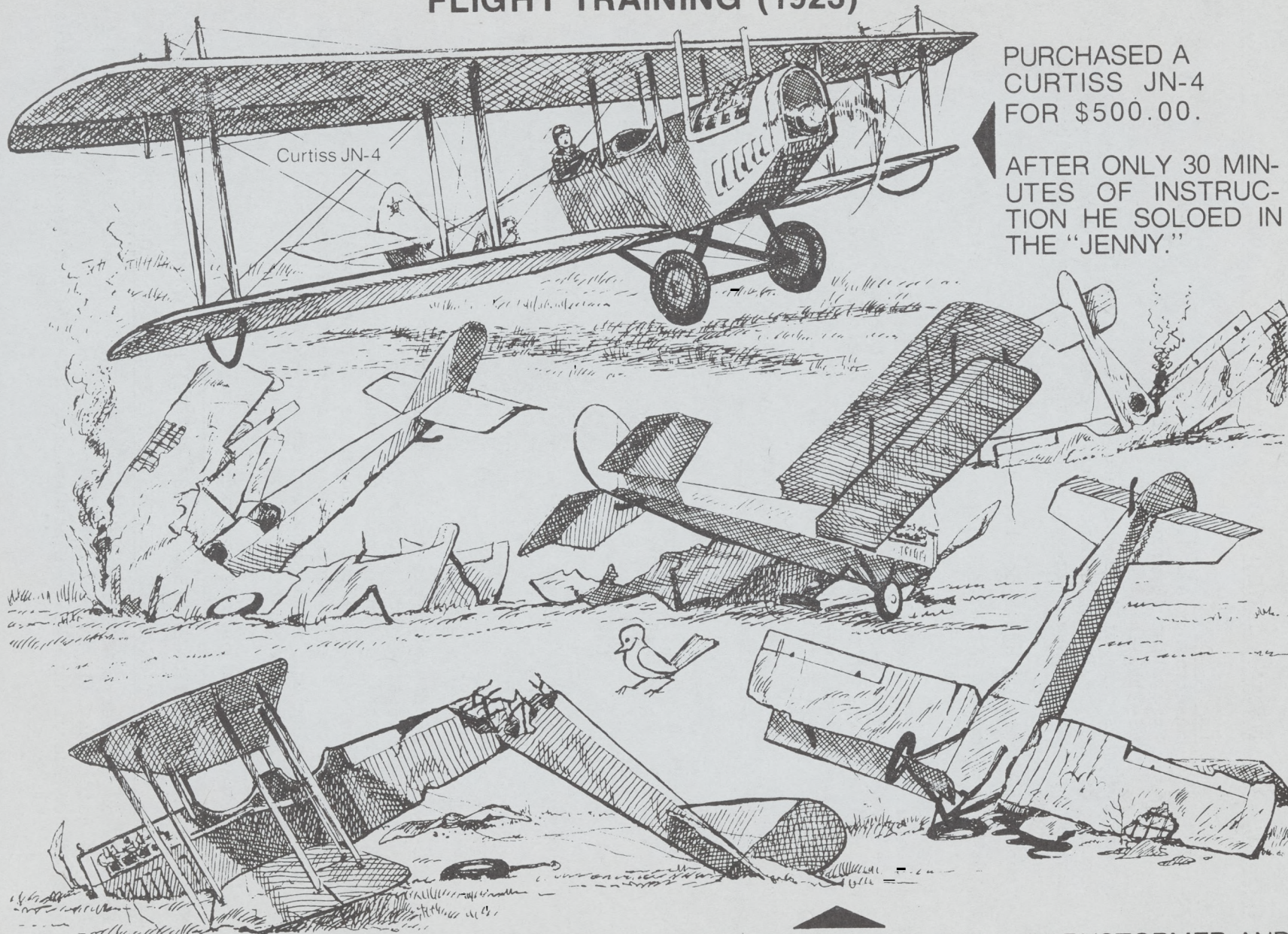
FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
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FSNFO-77-39	Clerk, GS-301-4	AFS-550	300-A
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Closing Date: May 11, 1977

Area of Consideration: FSNFO Headquarters, OKC FIFO and Aeronautical Center.

A SALUTE TO CHARLES A. LINDBERGH
FLIGHT TRAINING (1923)



PURCHASED A
CURTISS JN-4
FOR \$500.00.

AFTER ONLY 30 MIN-
UTES OF INSTRU-
CTION HE SOLOED
IN THE "JENNY."

DURING THE NEXT YEAR HE LOGGED 325 HOURS AS A BARNSTORMER AND
INSTRUCTOR AND SURVIVED "CRASHES."



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-18

May 4, 1977

AGENCY LOOKS AT VARIOUS FUTURE SHOCKS

FAA's long-range planners have looked long and hard into their collective crystal ball and found the picture so hazy that they've come up with five alternative futures that take us right up to the year 2000. Actually, the whole process was considerably more scientific than that and computers rather than crystal balls were the primary research tool. But the results are none the less fascinating for futurologists. For example, there is an "expansive growth" scenario that foresees rapid rises in both population and GNP with a corresponding growth in aviation with less government controls. Other scenarios envision futures marked by limited growth and medium growth, respectively. Then there is a scenario for a time of hardship and another of great individual affluence. FAA's Acting Associate Administrator for Policy Development and Review Duane Freer says, "It's impossible to predict with precision the number of planes, the volume of passengers, the types of aircraft and the frequency of flights we'll have to cope with by the end of the century but we can measure how aviation has reacted historically to variations in GNP, birth rates, disposable income, personal spending and other socio-economic variables and this was the basis for our 'Futures' study."

Copies of "Aviation Futures to the Year 2000" are available from AVP-110 (426-3220).

MAKING FLYING SAFER

An NTSB study of air carrier accidents from 1965 through 1974 involving fire shows "significant improvements in occupant survivability" when compared with the preceding 10-year period. Although fire still occurs in about 20 percent of the accidents in scheduled airline service, the ratio of fatalities from all causes has declined 65 percent and the ratio of fatalities from the effects of smoke and fire has dropped 37 percent. One of the principal reasons for the improved record, the (Continued on page 3)

NEW PILOTS IN COMMAND

The Senate last week confirmed the appointments of the agency's new Administrator, Langhorne McCook Bond, and Deputy Administrator, Quentin S. Taylor. Bond comes to the top post from a position as Secretary of the State of Illinois Department of Transportation. Taylor, on the other hand, is a career FAAer. His last job was as Director of the New England region. Bond, nevertheless, has had previous experience with the Department of Transportation. In fact he was a member of the task force that developed and promoted legislation to establish the department and was subsequently a special assistant to Alan S. Boyd, the first Secretary of Transportation. Both are pilots.

NEW ELECTRONIC EYES

Controllers who have had to depend exclusively on visual contact to locate traffic at a number of airports will be getting an assist from a special radar hook-up in the near future. The agency recently awarded a \$3.2 million contract for television microwave equipment to relay data from major airport radar installations to 44 high-activity satellite airports. This equipment will give controllers at the satellite airports a radar capability for the first time, enhancing their surveillance of aircraft in their control areas, especially at night and under conditions of reduced visibility. They will receive radar data from the approach control facility at the primary airport via the microwave link and this information will be presented on special TV-type BRITE IV displays purchased under a separate contract. All 45 units (one for the FAA Academy in Oklahoma City) are scheduled to be delivered and installed in less than two years by the International Microwave Corp. of Cos Cob, Conn.

PLAN AHEAD

Sure 1980 isn't exactly tomorrow, but when you're looking forward to an aerial traffic jam, it's a good idea to plan ahead. That's just what FAA is doing. The agency already is figuring out ways to handle the traffic expected to congregate around the Saranac Lake, N.Y., Airport during the Winter Games of the 1980 Olympics. Among other things, FAA planners are thinking about additional air traffic services, new navigational aids and possible grants for expanded airport facilities. They estimate at least 500 planes will be tied down at the field during the games, and they expect Allegheny Airlines to provide special scheduled air carrier service. But most of all they just plan to be ready.

SEEING THE SURFACE

The agency is improving ground control radar displays at 13 airports where this equipment is used to control and monitor aircraft movements on runways and taxiways areas. New enhancement units, being purchased under a half a million dollar contract from Cardion Electronics of Woodbury, N.Y., will improve the display presentation by providing a clear outline of runway and taxiway areas and at the same time suppressing radar returns from outside these areas. The result will be improved detection of aircraft and other vehicles on the airport surface, especially during fog, darkness and rain. The enhancement units are to be installed on ground control radars at: Boston, Logan; New York, JFK; Newark; Washington, Dulles and Andrews AFB; Chicago, O'hare; Cleveland; Portland (Oregon); Seattle; San Francisco; Atlanta; Los Angeles; and NAFEC.

REPORTS AVAILABLE

A list of 101 scientific and technical reports available to the public was released recently by the agency. The updated list covers the period from January through March 1977. Included on the list are reports pertaining to aircraft safety, airports, air traffic control, aviation medicine, communications, navigation, weather and miscellaneous subjects. Copies of individual reports are available by writing to DOT, TAD-443.1 in Washington. Copies of the complete list of reports are available to FAA employees from APA-300 FAA, Washington, D.C.

BUYING BONDS TIME

It's U.S. Savings Bonds time again so we thought we'd remind you of three good reasons for buying bonds again:

- There is no better--or safer--way to save. Bonds are a guaranteed investment and, in turn, they guarantee savings. The Payroll Savings Plan is as close to being a painless way to save as any program yet devised. You don't see the money, you don't spend it. It is there, however, if needed. For example...Bonds can be cashed in at full purchase price anytime after two months...they can easily be replaced if lost or destroyed...their interest is compounded semi-annually and guaranteed...they are not subject to local or state income tax, and Federal tax can be deferred until the Bonds are redeemed--often after retirement. In most people move to a lower tax bracket.

- The Payroll Savings Plan makes a significant contribution to improving employee relations and, consequently, employee morale. It increases productivity and it has the complete backing of organized labor. After all, financially secure employees do better jobs... and better-performed jobs make better aviation. Bonds also provide a welcome supplement to company retirement programs. And, because employees can use their Bond holdings as a cash reserve to meet financial emergencies, your established office thrift plans are protected against continual withdrawals.

- The Savings Bond program is vital to the sound management of America's financial obligations.

Bonds are a crucial factor in the noninflationary administration of the national debt and they contribute in no small measure to the overall stability of the dollar. The success of the U.S. Industrial Payroll Savings campaign is important to our nation: some 60% of the total Savings Bonds purchased are bought through the Payroll Savings Plan by employees who have decided to "Take Stock in America."

SAFER

(From page 1) report states, has been the replacement of piston-engine aircraft with turbojet airplanes which have an inherently stronger design, better reliability and burn a kerosene-type fuel which is less volatile than aviation gasoline. In addition, the report notes, there have been improvements in occupant restraint systems and considerable advances in suppression and extinguishing systems to prevent engine fires. It also points to positive improvements in the flammability standards for cabin interior materials. Looking to the future, the report says new FAA regulations requiring improved fire/crash/rescue capabilities at airports, as well as the development of emergency plans, are expected to improve even further occupant survivability in accidents involving fire. Entitled "U.S. Air Carrier Accidents Involving Fire 1965 Through 1974 And Factors Affecting Statistics," the report updates a previous NTSB study covering the 1955 through 1964 time frame.

May 4, 1977

- 4 -

FAA FLYING CLUB MEETING SCHEDULED . . . The May meeting of the FAA Flying Club will be held Saturday, May 7, at Ramada Inn South, S.E. 66th and Interstate 35. The meeting will begin at 9:00 a.m. Breakfast will be served at 8:00 a.m. with a choice of ham and eggs; or Danish roll, orange juice, and coffee. This is a very important meeting -- all members are encouraged to attend.



COAST GUARD POSITION . . . The Coast Guard Institute operates a word processing center which prepares a wide variety of examinations for printing as well as recurring correspondence forms. The center is equipped with two Redactron Editing Typewriters. The Institute is accepting applications for a Clerk-Typist (GS-322-04) in the center. Previous experience with a Redactron, though desirable, is not required. If you are interested, please submit an SF 171 to CWO C.F. Metty, Room 232, MPB, or call Ext. 2417.



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

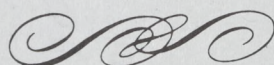
- =Gaslight Dinner Theater - "Lovers and Other Strangers" - \$8.85
- =Six Flags Over Texas - \$6.95
- =Silver Dollar City - Adult \$6.50, Child \$5.50
- =Duplicating machine - 10¢ per copy

-Upcoming tours:

- June 11-18 - Caribbean Cruise - 8 days - 6 ports of call
- July 1-4 - Las Vegas, Nevada - 4 days, 3 nights
- July 17-24 - Acapulco, Mexico - 8 days, 7 nights

- =Bus trip to Six Flags - July 16, 1977 - \$19.75 ea
Price includes bus trip, admission to Six Flags, and bar-b-que dinner.

- =FAA Golf Club's next tournament will be at Westwood in Norman on May 21. Signup dates will be May 9, 10, and 11.



May 4, 1977

= 5 =

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: May 11, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING DIVISION</u>		
77-138	Accounting Clerk, GS-501-5	AAG-23	501
	<u>AIRMEN AND AIRCRAFT REGISTRY BRANCH</u>		
77-139	Supervisory Clerk, GS-301-5 Specialized experience in coding statistical data regarding aircraft registration is required.	AAG-250	300-B
	<u>DATA SERVICES DIVISION</u>		
77-140	Computer Programmer, GS-334-7 Position has promotion potential to GS-11 without further competition.	AAC-300	334
	<u>FAA DEPOT</u>		
77-141	Materials Expediter Foreman, WS-6705-5 Position is on graveyard shift with potential for shift rotation, as required.	AAC-430	JE-6900
	<u>AIRCRAFT SERVICES BASE</u>		
77-108	Chief, Quality Control Branch, GS-301-15 Requires Airline Transport Pilot Certificate <u>or</u> A & P License.	AAC-820	301-7
	<u>FAA ACADEMY</u>		
77-142	Training Instructor (Air Traffic Control), GS-1712-12	AAG-934	1712-A
77-115	*Aerospace Engineer (Instruction) GS-861-12/13	AAG-952	800

A minimum of 1 year FAA experience within the last 6 years is required as a supervisor, inspector, engineer or specialist at a Flight Standards office (Washington, region/NAFEC, NFO or field). Applicants selected at the GS-12 grade level will be eligible for promotion to GS-13 without further competition.

May 4, 1977

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

TRANSPORTATION SAFETY INSTITUTE (TSI) PROMOTION ANNOUNCEMENT

TSI NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
TSI-77-4	Clerk-Stenographer, GS-312-4	TES-15	312

Area of Consideration: TSI, FSNFO Hq., OKC FIFO, and Aeronautical Center.
 Closing Date: May 11, 1977

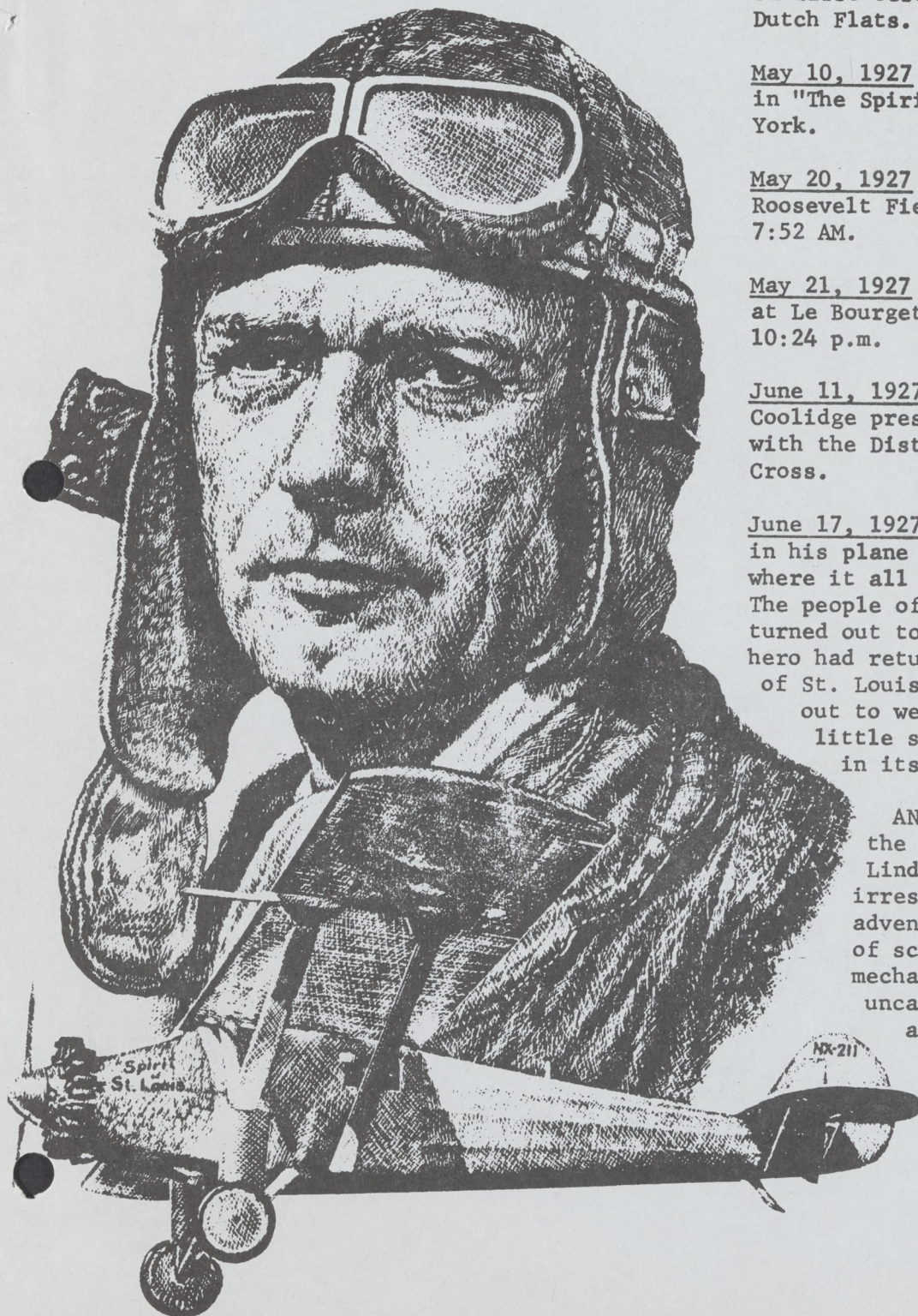
FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENT

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO-77-30	Aerospace Engineer, GS-861-13	AFS-580	861

Area of Consideration: FAA-Wide
 Closing Date: May 19, 1977

CHARLES A. LINDBERGH

A SALUTE...



EVENTS LEADING UP TO FAMOUS FLIGHT

April 28, 1927 - Lindbergh flew the "Spirit of St. Louis" on first test flight at Dutch Flats.

May 10, 1927 - Left San Diego in "The Spirit" and flew to New York.

May 20, 1927 - Lindbergh leaves Roosevelt Field, Long Island at 7:52 AM.

May 21, 1927 - Lindbergh lands at Le Bourget in Paris at 10:24 p.m.

June 11, 1927 - President Coolidge presented Lindbergh with the Distinguished Flying Cross.

June 17, 1927, Lindbergh flew in his plane back to the place where it all began--St. Louis. The people of that great city turned out to greet him. The hero had returned and the spirit of St. Louis, the city, reached out to welcome him and the little silver plane named in its honor.

AND SO THE RACE ENDED..
the prize was won...
Lindbergh's courage,
irresistible desire for
adventure, appreciation
of science & things
mechanical, and his
uncanny skill in flying--
all combined to mold
Charles Lindbergh
into the greatest
flier of the age.

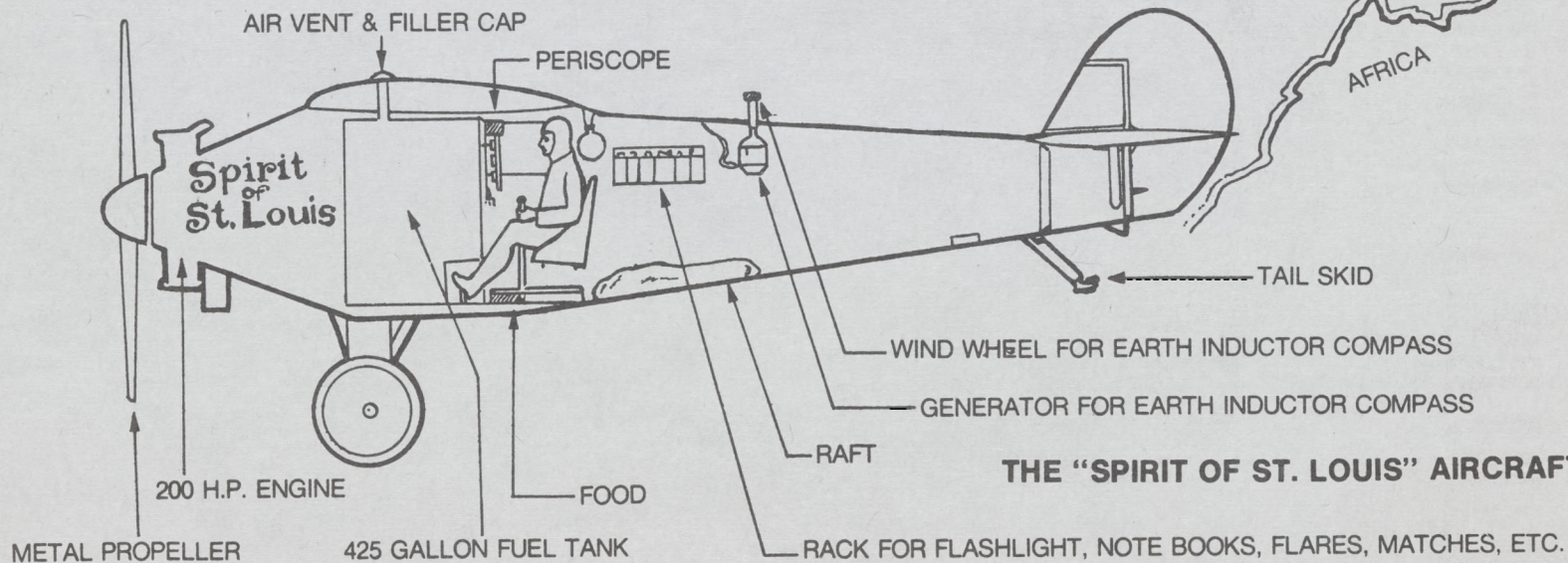
TRANSATLANTIC FLIGHT

AT 7:52 A.M. ON MAY 20, 1927, LINDBERGH DEPARTED ROOSEVELT FIELD, N.Y., FOR PARIS.



ALL STIPULATED TIMES NEW YORK TIME

THIRTY-THREE AND ONE-HALF HOURS LATER HE LANDED IN PARIS, AFTER A FLIGHT OF 3,610.1 STATUTE MILES OR 3,135 NAUTICAL MILES.



THE "SPIRIT OF ST. LOUIS" AIRCRAFT



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-19 May 11, 1977

FAA/PATCO MEET ON CONTRACT

Approximately 94 articles will be the major initial labor agreement proposals up for discussion when FAA/PATCO annual negotiations get underway on May 16. Bargaining team members for the agency and for the union are:

FAA TEAM

E. V. Curran, ALR-1
J. W. Noonan, ALR-100
Glen Tigner, AAT-2
Lawrence Kotzker, AAT-14
Donald B. Rock, APT-2
Ted Burtness, AEA-10
John Sullivan, Washington ARTCC
Dolph Sand, AGC-14
John Mattson, ASW-501
Donald Latimer, Minneapolis ARTCC
Loren Kirkeeng, Phoenix TRACON
Walter Coker, Jr., Tampa ATCT

PATCO TEAM

John F. Leyden, President
Robert E. Poli, Executive Vice President
Michael J. Rock, Director of Labor Management Relations
William B. Peer, General Counsel
Michael Payne, Santa Monica Tower
Carl Vaughn, Pittsburgh Tower
Freddy Whitt, Memphis Center
Robert McCutchen, Honolulu Tower
Larry Courtroul, Denver Tower
Larry Whisenhunt, Amarillo Tower
Terry L. Anderson, Chicago Center

NEW ADMINISTRATOR AND DEPUTY SWORN IN

Langhorne M. Bond took the oath of office as Administrator last week pledging himself to promote the cause of excellence at all levels in FAA. Quentin Taylor was sworn in as the new Deputy Administrator during the same ceremony with Secretary Adams administering the oaths in both cases. Speaking enthusiastically before a packed auditorium in Washington headquarters, Bond reaffirmed his faith in the concept of a single transportation department noting that the time has long since passed when the various modes could go it alone. But he expressed his belief that FAA will perform with "such competence and such excellence" that the Secretary will delegate to us the authority to be his spokesman on aviation matters. In introducing the two men, Secretary Adams noted that 40-year-old Bond was the youngest man ever to hold the job of FAA Administrator and that Taylor was already well known and respected within the FAA, in Washington and in the field. Adams noted that the Administration had been looking for the best qualified people for the top FAA jobs and this is exactly what they had found in Bond and Taylor. He characterized them as eminently qualified and said they would complement each other extremely well. After taking the oath, Taylor told the audience that one reason he had decided to accept the deputy's job was because he knew he could count on the people of the FAA, and he concluded by promising: "You can count on me."

MORE UNICOM FREQUENCIES

Because of increasing congestion on the standard Unicom or aeronautical advisory frequency ("Flightways, what is your active?" . . . "I'm over the drive-in at five" . . . "Valhalla, do you read two, five, delta?" etc., etc., etc.), the Federal Communications Commission has assigned new frequencies for use on Unicom stations. The traditional 122.8 will be retained and 122.7 and 123.0 MHz will also be reserved for Unicom use at airports with no control tower. Other changes announced by the Commission included canceling 122.850 and 122.950 MHz at private airports and substituting 122.725 and 122.750 MHz, but retaining 123.050 MHz for aeronautical advisories at heliports and adding 123.075 for that purpose. The use of some frequencies--121.95, 123.3 and 123.5 MHz--will be extended to include glider to tow-ship communications. These changes will be implemented gradually over a two-year period.

IT'S WORTH 1,000 WORDS

So where should a picture of the President be hung? We'll let the President answer that question himself: "My policy on the use of the official Presidential photograph is that it be used where the law requires. All other uses will be at your discretion. However, in the interest of conserving money, I ask that you limit its use to those places where absolutely necessary."

WHAT GOES THERE?

Is it a bird? Is it a plane? Is it Superman? FAA's Office of the Chief Counsel presumably considered all of these options in evaluating NASA's space shuttle and concluded that it is none of the above. FAA has advised NASA that the shuttle is not an aircraft at all but rather a space vehicle. "This is especially apparent considering that, in general, the operating requirements of Part 91 (of the Federal Aviation Regulations) are inappropriate for application to the shuttle operation. Many would be unnecessary and even incompatible with the shuttle mission," the agency has concluded. On the other hand, this does not mean that space-ships can just come barging unannounced into the airspace controlled by FAA. In fact, a special envelope of safe airspace will be put aside for use by the shuttle as it returns from space.

PLEASE CALL AHEAD

Persons planning to visit the Dallas-Fort Worth Tower are asked to call the chief to make necessary arrangements. A large number of people from Washington and other regions visit the DFW Tower to see the equipment and observe its operations. On several recent occasions the chief and members of the staff were unable to meet with the visitors since they were busy. Because of this, visitors did not get a chance to get the information they sought. So, in the future, the chief urges that anyone expecting to visit the tower call his office ahead of time.

May 11, 1977

BLOOD MOBILE . . . The Blood Mobile will be at the Aeronautical Center on Thursday, May 19. Please call Mary Chastain (X4159) or Olivia Boyiddle (X4707) to schedule your donation.

AIRWAY FACILITIES SEMINAR . . . The Aeronautical Center is hosting an Airway Facilities Regional Technical Inspection Seminar May 9 through May 20. AF Inspectors from each region and representatives from the U.S. Air Force are attending. The purpose of the seminar is to present the new Air Traffic Control Radar Beacon System (ATCRBS) performance handbook currently being developed by AAC-1000, and to increase the expertise of the technical inspectors. The seminar is being sponsored by the National ATCRBS Improvement Program (Order 6360.10).

EQUIPMENT DISPLAY . . . Raychem Corporation will have their display van parked west of the Headquarters Building from 9:00 a.m. until 4:00 p.m. on Thursday, May 12, 1977. Items on display include heat shrinkable tubing and molded parts, electrical and environmental sealing through heat shrink technology, electrical splicing and interconnect systems, aircraft electronics and special wire and cable, and automated systems for wire identification. All interested personnel are invited to attend.

EMPLOYEE AWARDS . . . The following employees received Quality Increase Awards during April 1977: Thomas H. Mangham, AAC-835; Thomas A. Crow, ACY FIFO; Marie Hall, AFS-505; Donald G. Ashenbrenner, AFS-507; Carolyn Thompson, AFS-520; Ann Healy, OKC FIFO; Narrah Clark, OKC FIFO.

Special Achievement Awards were given to: Joycelyn Coldiron, AAC-14; Jarvis C. Dawson, AAC-63; Donald R. Enfield, AAC-486; Dorothy C. McClure, AAC-485A; Claude L. Morrison, AAC-834; Cecil Watson, AAC-836; Wynelle D. Arrington, ATL FIFO; and Ralph Hare, AFS-510.

UPWARD MOBILITY . . . During January 1977, the Aeronautical Center established the General Career Opportunities registers based on activity in an assessment center, as well as certain PER factors. Recently, the first selection was made from that register and two additional selections should be made within the next four weeks. Employees who were not eligible to apply at that time or did not apply for any reason will be given the opportunity to do so with today's announcement (See pages 7 and 8).

Ms. Pat Savage of the Systems and Operations Section, AAC-72D, was the first candidate to be selected from the '77 Program, and will be trained as a computer programmer in the Data Services Division.

May 11, 1977

- 4 -

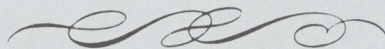
ENERGY CONSERVATIONS REMINDERS . . . To continue the Aeronautical Center's record of energy conservation, we should all remember to:

- Turn off all lights in lunchrooms, break areas, conference rooms, and storage areas when not occupied;
- Turn off all lights at the end of work shifts;
- Close exterior doors to air conditioned space; and
- Turn off equipment and machines when not in use.

Report any noticeable waste of energy, for any reason, to the Facility Support Division, AAC-50, Ext. 4573.

END OF INTERNATIONAL FLIGHT INSPECTION TRAINING . . . On April 29, 1977, the last class was held for the International Flight Inspection Pilot/Technician Course. Participants in this last class were from Norway, Colombia, Guatemala, Kenya, and the U.S. Air Force.

In May 1971, this course was approved with the signature of Thomas B. Creswell whose Washington routing symbol at that time was TR-1. Six years later, Mr. Creswell, now Director of the Aeronautical Center, was on hand to greet the last graduates of this course. The primary factor in eliminating this course is the phase-out of the DC-3 as a flight inspection airplane.



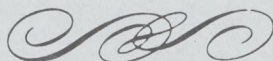
FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at your EA Office:

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- Six Flags Over Texas - \$6.95
- Silver Dollar City - Adult \$6.50, Child \$5.50
- Duplicating machine - 10¢ per copy

-Upcoming tours:

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- July 1-4 - Las Vegas, Nevada - 4 days, 3 nights
- July 17-24 - Acapulco, Mexico - 8 days, 7 nights

- Bus trip to Six Flags - July 16, 1977 - \$19.75 ea
Price includes bus trip, admission to Six Flags, and bar-b-que dinner.



May 11, 1977

- 5 -

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: May 18, 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.

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-144	<u>ADMINISTRATIVE SERVICES DIVISION</u> Visuals Information Specialist, GS-1084-11	AAC-43	1084
77-145	<u>FAA DEPOT</u> Materials Distributor Foreman, WS-6901-7	AAC-430	JE-6900
77-123	<u>FAA ACADEMY</u> *Supervisory Air Traffic Control Specialist (Terminal-Instruction), GS-2152-14	AAC-932	2152
77-124	*Supervisory Air Traffic Control Specialist (Center-Instruction), GS-2152-14	AAC-931	2152
77-125	*Supervisory Air Traffic Control Specialist (Station-Instruction), GS-2152-13	AAC-933	2152
77-126	*Supervisory Air Traffic Control Specialist (Station-Instruction), GS-2152-12	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.

Present FAA Academy instructors are exempt from the above statement.

May 11, 1977

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO-77-35	Supervisory Standards Development Specialist, GS-301-14	AFS-560	301-7

Applicants must have specialized experience in the evaluation and development of criteria for the use of air navigation systems and devices.

Area of Consideration: FAA-wide
Closing Date: May 27, 1977

FSNFO-77-42	Airspace System Inspection Pilot, GS-2181-13 (Inspection Position)	ATL FIFO	2181
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Area of Consideration: FSNFO-wide
Closing Date: May 25, 1977

FSNFO-77-43	Aircraft Maintenance Officer, GS-301-12	ATL FIFO	301
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Position requires A & P License.

Area of Consideration: FSNFO-wide
Closing Date: May 25, 1977

SELECTION LIST	POSITION	LOCATION	ACPP NO.
James Woolf	Electronics Technician	AAC-440	77-36
William A. Allen	Chief, Support Section	AAC-250	77-43
Faye Brawley	Data Transcriber	AAC-203	77-51
Michael S. Heflin	Electronics Technician	AAC-440	77-53
Lendell Wallace	" "	" "	" "
Nancy M. Hatcher	Accounting Clerk	AAC-21	77-57
William J. Beasley	Electronics Technician	AAC-830	77-70
Kenneth L. Erwin	" "	" "	" "
John O. Franklin	" "	" "	" "
Melvin P. Fritze	" "	" "	" "
James W. Strahan	" "	" "	" "
Ruth H. Hodgkinson	Supervisory Accountant	AAC-23	77-75
Charlotte L. Martin	Production Controller	AAC-440	77-89
Kenneth Hibler	Aircraft Mechanic	AAC-830	77-90
Narshella D. Dillon	Supply Clerk	AAC-480	77-93
Donna M. Haley	" "	" "	" "
Rose M. Means	Data Transcriber	AAC-23	77-97
Mildred Brown	Engineering Technician	AAC-440	77-100
Pauletta C. Mosley	Supervisory Supply Technician	AAC-480	77-102
Milton R. Lillard	Airspace System Insp. Pilot	OKC FIFO	FSNFO-77-13
Leo B. Edwards	" " " "	" "	" 77-14
Robert M. Snider	" " " "	LAX FIFO	" 77-15
Richard K. Rosebrook	" " " "	ATL FIFO	" 77-18
John D. Pearsall, Jr.	" " " "	SEA FIFO	" 77-19
Homer L. Belvin	" " " "	SEA FIFO	" 77-20
Bobbie Heatly	Editorial Assistant (Stenography)	AFS-580	" 77-21
Elisandra Russell	Secretary (Stenography)	BTL FIFO	" 77-26

GENERAL CAREER TRAINEE PROGRAM

PROMOTION PLAN ANNOUNCEMENT

For Aeronautical Center Employees Only

The positions announced are described in detail in AC 3300.9B, Aeronautical Center Upward Mobility Program, Appendix 1, The General Career Opportunities Program. Employees interested in the positions announced should review this order. Employees who participated in the assessment in 1977 may not re compete at this time.

Positions to be filled from the selection registers established by this announcement will be bridge positions titled, "General Career Trainee, GS-301-4, 5, 6, and 7." These bridge positions will prepare employees, through training, to enter a target position in a specific occupational series. Target positions may occur in a variety of different occupations; such as Budget Analyst, Management Analyst, Inventory Management Specialist, etc. The target position will normally be a developmental position in an occupation in which the full-performance level is at GS-9 or 11.

An employee selected for a General Career Trainee position will be reassigned (moved in grade) into the position unless the individual is currently in a position above the GS-7 or WG-7 level or the equivalent (these employees must voluntarily request change to lower grade to GS-7). An individual training plan will be prepared for each General Career Trainee at the time of selection.

When the employee successfully completes the individual training plan, he or she may be promoted to the next higher grade in the target occupational series.

ELIGIBILITY. Applicants must have experience (or education which can be substituted) in administrative, professional, investigative, technical or other responsible work which has prepared the applicant to enter these training positions. The minimum amount for each grade level is shown below:

GS-4	2 years
GS-5	3 years
GS-6	3½ years
GS-7	4 years

Applicants must have served 1 year in FAA, be currently employed at the Aeronautical Center, and occupy a position at or above GS-4 or WG-4.

RANKING. Applicants will be rated by an assessment center. Their assessment center rating will be combined with two factors from their current Performance Evaluation Record (PER) to determine the final ranking on the register. Detailed information on the ranking procedures is contained in AC 3300.9B, Appendix 1, paragraph 9. For positions with special requirements, supplemental registers will be established by deleting the inappropriate area from the assessment center rating or by crediting the applicant's specialized experience.

May 11, 1977

- 8 -

APPLICATION. The General Career Opportunities Selection Registers will remain in effect for 2 years. The registers are reopened and announced every 120 days for qualified applicants who have not competed during the previous year. Employees may re compete after 1 year. Employees who wish to apply should submit completed AC Forms 3330-12 and 3330-59 for the position announced at their present grade level. Employees above the GS-7 or equivalent level should submit completed AC Forms 3330-57 and 3330-59 for the GS-7 level position (UM-77-8).

CLOSING DATE. May 18, 1977

<u>ACMP NO.</u>	<u>POSITION TITLE, SERIES, & GRADE</u>
UM-77-5.1	General Career Trainee, GS-301-4
UM-77-6.1	General Career Trainee, GS-301-5
UM-77-7.1	General Career Trainee, GS-301-6
UM-77-8.1	General Career Trainee, GS-301-7

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.

Applicants will be notified of the time and place that they are scheduled for assessment.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

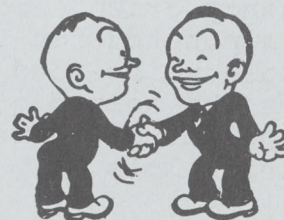
77-20 May 18, 1977

DESPITE ENGINE FAILURE CONTROLLER MAKES LANDING SAFE

Without the controller's help, the plane would have crashed and three lives may have been lost. The high-priced Cessna with retractable gear was cruising at a nice, safe altitude of 23,000 feet enroute from Missoula, Mont. to Arapahoe County Airport near Denver when the instrument-rated pilot radioed the Denver Center that his engine suddenly had failed completely and he needed to land somewhere fast. He was in a cloud and descending blind. He had no idea where he could land until Royce Morrison of the Denver Center located the descending plane on radar. With the help of Interphone Controller Joseph Kreuzer, Morrison vectored the crippled plane to the Hayden, Colo., Airport as he relayed the latest wind and runway info to the pilot. . . . During the month of April 1977, 324 flight assists were reported--135 by flight service stations, 125 by towers and 64 by centers. There were a total of 548 people reported on board the aircraft involved.

CITED FOR VALOR

For rescuing people from burning planes and other acts of valor, ten persons have been nominated by FAA for the Flight Safety Foundation's Heroism Award. The award is given annually for valorous acts associated with civilian aviation that resulted in saving life or avoiding hazards to people or valuable property. Of those nominated by the agency, four were FAA employees: Patrick L. Booth, flight service station specialist, and Gordon D. Dunn, electronics technician, both of the Miles City, Mont., FSS, who rescued a pilot and passenger from a burning aircraft. After carrying the two victims to safety, they gave mouth-to-mouth resuscitation to the injured pilot, restoring his flagging breathing and pulse to normal. The other FAA employees cited for valor were Philip M. Ruckdeschel, principal maintenance inspector at the Westfield, Mass., GADO, and William R. Wink, electronics technician at the Wilkes Barre, Pa., (Continued on page 2)



* **BOND ON BONDS**

* Since our annual U.S. Savings Bond Campaign for 1977 is currently
* in full swing, I want to remind you that the President recently
* urged all Americans to take part in the U.S. Savings Bond Program.
* I fully support the President in this endeavor and encourage each
* of you to take an active part in assuring the financial security
* of our country by participating in the savings bond program.

* It is smart business to save and provide for the financial security
* we all desire. U.S. Savings Bonds offer a number of advantages
* which make them a good saving method as well as a good investment.
* You can't find a more dependable investment and it is so convenient
* on the automatic payroll savings plan.

* I am asking each of you to reassess your personal needs, financial
* security and future obligations. We should not forget ourselves
* on payday - subscribing to savings bonds is an excellent way of
* remembering to pay ourselves. Your canvasser can tell you how easy
* and painless it is to sign up for automatic payroll deductions or
* to increase your present allotment.

* Join me in supporting our Government and ourselves by Taking Stock
* in America.

Langhorne Bond

AWARDS (from page 1)

Airway Facilities Sector. Ruckdeschel rescued a seriously injured pilot from a crashed plane from which he himself had just escaped. Ignoring both his own severe injuries and the danger of a flash fuel fire, he returned to the wrecked aircraft and dragged out the unconscious pilot. Wink also saved an unconscious pilot from a fuel-saturated wreck after an emergency crash landing. Other persons nominated for the award by the agency included airport employees who helped crash survivors, police officers and two helicopter pilots.

GIVE TO LIBRARIES

In response to repeated questions Aviation Forecast Branch of the Office of Aviation Policy has suggested that outdated copies of their reports or reports that are of little interest to the recipient should be donated to public or university libraries. Branch chief Gene S. Mercer explained that since a standard mailing list is used for distribution, some reports inevitably will be of lesser interest to the recipient. He said that since the agency receives requests from libraries for this material, he is certain that libraries are interested in receiving these publications.

AND THE WINNER IS . . .

In May 1927, as everyone knows, Charles Lindbergh became the first person to fly non-stop solo from New York to Paris and his achievement sparked a tremendous surge of aviation activity around the globe. So who won the Robert J. Collier Trophy for the outstanding achievement in aviation that year? Well, if you said Charles Lindbergh, you had both the first name and the initials right. But the actual winner was Charles L. Lawrence who designed the Wright Whirlwind air-cooled radial engine that powered the Spirit of St. Louis as well as the aircraft that carried Chamberlin and Byrd across the Atlantic shortly after the Lindbergh flight. When informed of his selection for the Collier Trophy, Lawrence reportedly remarked: "Who ever heard the name of Paul Revere's horse?"

COPTER PILOT HONORED

Ramon J. A. Gibson, a flight test pilot from the Southwest Region, received the American Helicopter Society's Frederick L. Fineberg Award at the organization's annual meeting in Washington last week. Administrator Bond presented Gibson with the award, which is given annually to recognize outstanding accomplishments in the development of helicopters. Gibson was cited for his work to develop safe, affordable, all-weather, instrument flying systems for helicopters.

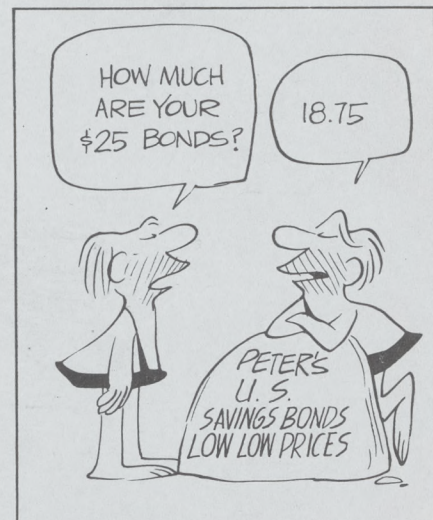
HELPING WITH RED TAPE

A new guidebook designed to help prepare Environmental Assessment Reports on airport construction projects has been published by the agency. Entitled "Environmental Assessment of Airport Development Actions," the new publication offers

step-by-step guidance on how to collect and analyze environmental impact data so as to provide clear, responsive documentation that meets the requirements of Federal, state and local laws and regulations. The guide covers all stages of the study and review process including assessment methodologies and report preparation, public hearing presentation, responses to comments raised during the review phase and drafting of the final environmental assessment report. Prepared by Greiner Environmental Sciences, Inc. of Baltimore and Tampa for the agency, the guide applies to the full range of airport sizes and development projects.

USE COMP TIME

If you want to use some of that accumulated compensatory time, the time to do it is now. Pay period, ending June 18, is the cut-off date for using accumulated compensatory time. Any compensatory time still on the books as of June 18 will be converted to overtime pay.



May 18, 1977

- 4 -

U.S. SAVINGS BOND PARTICIPATION . . . As of May 16, 1977, the organizations located at the Aeronautical Center have participated in the Savings Bond Program according to percentages shown:

<u>Organization</u>	<u>Percentage of Participation</u>
Director's Office	100%
Public Affairs	100%
Aeronautical Center Counsel	83%
Civil Rights Staff	100%
Personnel Management Division	98%
Accounting & Audit Division	70%
Budget Division	100%
Administrative Services Division	89%
Facility Support Division	90%
Management Analysis Division	100%
Procurement Division	94%
Investigations & Security Division	100%
Office of the Director Total	88%
Civil Aeromedical Institute	85%
Airmen & Aircraft Registry	75%
Data Services Division	85%
FAA Depot	83%
Management Training School	82%
Aircraft Services Base	90%
FAA Academy	71%
Airway Engineering Support Division	90%
Aeronautical Center Total	82%
Flight Standards National Field Office	75%
Transportation Safety Institute	71%
Tenant Total	75%
GRAND TOTAL	81%



Salt some away.
Buy U.S. Savings Bonds

May 18, 1977

EQUIPMENT DISPLAYS . . . On Thursday, May 19, 1977, the Dictaphone Corporation will have a continuous showing and demonstration of the Thought Master Units which are desk-top cassette dictating and transcribing machines, the 220 standard cassette portable dictating machine, and a mini cassette portable recorder. The showing will be in Room 206C of the Aviation Records Building from 9:00 a.m. until 4:00 p.m. All interested personnel are invited to attend.

On Tuesday and Wednesday, May 24 and 25, 1977, the R.K. Black company will have a continuous showing and demonstration of 3M Copiers and overhead projectors and related software, plus introduction of the new Secretary II desk top plain paper copier. The showing will be in Room 206C of the Aviation Records Building from 9:00 a.m. until 4:00 p.m. each day. All interested personnel are invited to attend.

AWARD TO FAA RESEARCHER . . . Henry W. Mertens, a researcher in the Aviation Psychology Lab, CAMI, was selected as the winner of the Ross McFarland Award on May 10, 1977. The award competition, which included doctoral and postdoctoral students, was for the best student paper of the 1977 Annual Scientific meeting of the Aerospace Medical Association (ASMA). The award was given for Mertens' study "Perceived Orientation of a Runway Model During Simulated Landing Approaches."

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

- Gaslight Dinner Theater - "Lovers and Other Strangers" - \$8.85
- Six Flags Over Texas - \$6.95
- Silver Dollar City - Adult \$6.50, Child \$5.50
- Lincoln Plaza Theater is now offering a \$1.00 discount for FAA employees on Tuesday and Sunday nights. To get the discount, tell them you are with FAA when you call for reservations.
- Duplicating machine - 10¢ per copy
- Upcoming tours:
 - June 11-18 - Caribbean Cruise - 8 days - 6 ports of call
 - July 1-4 - Las Vegas, Nevada - 4 days, 3 nights
 - July 17-24 - Acapulco, Mexico - 8 days, 7 nights
- Bus trip to Six Flags - July 16, 1977 - \$19.75 ea.
Price includes bus trip, admission to Six Flags, and bar-b-que dinner.

May 18, 1977

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PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing date for other than nationwide announcements: May 25, 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.

<u>ACPP NO.</u>	<u>POSITION-TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PROCUREMENT DIVISION</u>		
77-148	Purchasing Agent, GS=1105=6	AAC=72	1105
77-149	Purchasing Agent, GS=1105=5	AAC=72	1105
	<u>AIRMEN AND AIRCRAFT REGISTRY</u>		
77-150	Correspondence Clerk (Typing), GS=309=4	AAC=250	300=B
	<u>FAA DEPOT</u>		
77-141	AMENDMENT/Materials Expediter Foreman, WS=6705=6	AAC=430	JE=6900
	Position is being filled at WS=6 level. Applicants who previously applied, need not reapply.		
77-151	Sheet Metal Mechanic, WG=3806-10	AAC=440	JE=3806A
	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u>		
77-152	Electronics Engineer, GS=855-14	AAC=1020	800
	Temporary promotion not to exceed one year.		

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO=77-38	Manager, Flight Inspection Field Office, GS=301=15	ACY FIFO	301-7

Area of Consideration: DOT-Wide

Closing Date: May 31, 1977

May 18, 1977

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS (Cont'd)

FSNFO NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO=77=45	Administrative Assistant, GS-341-7 Promotion potential to GS-9 without further competition. Area of Consideration: FSNFO-Wide Closing Date: June 1, 1977	OKC FIFO	341
FSNFO=77=46	Airspace System Inspection Pilot, GS=2181=13 (Inspection position) Area of Consideration: FSNFO-Wide Closing Date: June 1, 1977	ACY FIFO	2181



CHARLES A. LINDBERGH

A SALUTE...

LINDBERGH ANNIVERSARY

This May 20-21 the nation will commemorate the 50TH ANNIVERSARY of Lindbergh's famous flight. His solo crossing of the Atlantic and his subsequent tour of the United States proved to be a great boon for aviation.

That transcontinental flight that saw the "Spirit of St. Louis" landing at airports in all the 48 states will be reenacted this summer. A replica of "The Spirit" is being built and it will criss-cross the country following Lindbergh's route of 1927.

For the next several weeks, INTERCOM will be highlighting Lindbergh's historic career leading up to his famous flight.

Contrary to popular belief, Lindbergh did not run risks without carefully considering each problem and calculating the percentage of chance. Lindbergh felt that with skill & intelligence, he could reduce the odds against success. And he set out to do just that!





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-21

May 25, 1977

FAA GOES TO PARIS

Memories of Charles A. Lindbergh's heroic air exploit will be re-kindled in the agency's exhibit at the 1977 Paris Air Show June 2-12. Entitled, "1927-1977: Air Navigation since Lindbergh," the exhibit will trace the development of air navigation over the past half-century as well as celebrate the 50th anniversary of Lindbergh's May 20-21 solo, nonstop flight from New York to Paris. Exhibits ranging from the globe on which Lindbergh measured trans-Atlantic mileage to the most sophisticated inertial navigation systems used aboard modern jetliners will illustrate the story of air navigation since the "Lone Eagle" spanned the ocean in a single-engine airplane. FAA participates in the Paris Air Show as part of its mission to promote civil aviation and air commerce. FAA specialists, including a French-speaking technical expert, will be present at the exhibit to greet visitors and answer questions. Also brochures will be available to inform visitors of FAA responsibilities, research programs and technical assistance to other nations. For those of you who can't make it to Paris, the May issue of FAA World offers extensive coverage of the Lindbergh achievement.

'OPS' UP, DELAYS DOWN AS ATC PICKS THE BEST

The Memphis Air Route Traffic Control Center, the Chicago O'Hare Airport Traffic Control Tower and the San Diego Flight Service Station have been named the Air Traffic Control Facilities of the Year. During the year 341 active controllers at the Memphis Center each handled an average of 3,388 IFR operations. This is up from an average of 3,173 operations handled by each controller during 1974. Positive supervision is cited as one of the major reasons for the small number of system errors that occurred at Memphis. During the entire year there were only six errors posted. At Memphis, controller acceptance of automation has been excellent, which may be partially responsible for the fact that the Center is a leader in the use of the conflict alert program, having operated down to surface level since December 1975. At Chicago O'Hare, controllers implemented simultaneous instrument approaches to three runways in 1976. Partly because of the introduction of triple approaches, delays were down eight percent while traffic was up five percent. At the same time there only five system errors. (See p. 3)

'LOW ALT' WARNING INSTALLED

The new Minimum Safe Altitude Warning (MSAW) program continues to progress on schedule. The ARTS III add-on feature now is operational at 15 air traffic control towers. The system, which gives controllers a "Low Alt" warning on their radar scopes when a plane is flying dangerously close to terrain or obstructions, first went on-line at Los Angeles International and Washington's Dulles International Airports in November of 1976. Besides Los Angeles and Dulles, the feature presently is in operation at Baltimore, Washington National, Denver, Des Moines, Detroit, Houston, Kansas City, Omaha, Seattle, Salt Lake City, St. Louis, Minneapolis and Indianapolis. The system is expected to be installed and operating at all 63 ARTS III sites by the end of June.

MORE EYES FOR CONCORDE

The percentage of local residents who support Concorde SST operations at Dulles International Airport has increased somewhat since flights began there last May, according to a public opinion survey released last week by the agency. The survey, made during December, indicated that 50.3 percent of the sample approved of the flights and 26.2 percent expressed disapproval. In a previous baseline study made before the first Concorde flight, 45.7 percent approved and 36.9 percent disapproved of the decision to permit limited SST operations into Dulles. The latest survey found that, among those residents of the Dulles area who had heard the Concorde, 4.8 percent stated that hearing the plane had changed their minds toward approval and 5.8 percent had changed their view toward disapproval.

CANADIAN PLANE OKed

The Canadian de Havilland Dash-7, the latest short-takeoff-and-landing airliner, has been OKed by the agency. The airworthiness certification by the FAA was granted after the four-engine, 50 passenger aircraft earned its Canadian type approval. A bilateral agreement between the two countries facilitated this procedure. The plane, which has already been shown in New Orleans and in the Los Angeles area, will make its first overseas appearance at the Paris Air Show, June 2-12. According to a spokesman for the manufacturer, the plane is "very quiet" and has been tested in noise sensitive neighborhoods. He said that the STOL, designed to operate on runways as short as 2,000 feet, meets all FAA noise standards as contained in the amended Part 36 of the FARs. The manufacturer hopes to sell close to 100 Dash-7 in the U.S. So far they have received one definite order--from Rocky Mountain Airways in Denver--and options for 19 other planes. The Rocky Mountain plane is expected to become operational in September.

OUTSIDE LOADS APPROVED

The agency has amended the operating regulations for restricted category helicopters, requiring them to meet tougher safety standards and, at the same time, permitting them to carry external loads on a commercial basis. The amended rule, effective Aug. 16, 1977, will have the effect of standardizing helicopter external-load operations whether conducted by restricted category or standard category for commercial or non-commercial purposes.

MORE ABOUT THE FUTURE

The number of jet aircraft in worldwide operations is expected to increase by 55 percent by 1990 with wide-body jets becoming dominant in both passenger and cargo operations, according to two air traffic forecasts published by the agency. "Forecasts of Worldwide Aviation Activity," done by Stanford Research Institute for FAA, show the world air carrier jet fleet increasing from 5,489 in 1975 to 8,458 by 1990. Wide-body jets will show the greatest growth going from 491 to 4,530 while standard-body jets will decrease from 4,988 to 3,340 during the same period. In addition, the report projects a five percent annual growth rate for general aviation jet operations. The second study, "Forecasting Models for Air Freight Demand and Projection of Cargo Activity at J. S. Air Hubs," indicates that U.S. domestic air cargo tonnage will grow 54 percent between 1977 and 1987 with passenger-carrying wide-body jets accounting for the gain through increased utilization of their cargo compartments. The number of all-cargo flights in domestic operations actually will decline during the forecast period by 37 percent although the enplaned tonnage on these flights will be down only four percent because of greater use of large-capacity aircraft. FAA employees may get copies of the two reports by writing to AVP-120, Washington, D.C. 20591.



Take
stock
in America.

THE BEST (From page 1)

Other firsts include the design, construction and inauguration of the agency's first Terminal Dynamic Simulation Laboratory, a training device that has cut on-the-job training in the radar room as much as 30 percent. At the San Diego FSS, activity has almost doubled in the past several years, yet additional demands for services and training have been met with no increase in specialist staffing. During 1976 individual specialist productivity reached 22,761 while flight services for the entire facility soared to 432,474. To insure the demand will continue to be met in the future, an entirely revamped training program was put into operation during the year. By working with the new, expanded program, specialists can progress toward their own personal goals. At the facility there were ten performance awards presented during the year and five specialists completed the facility Assistant Chief upgrade training.

ORDER CANCELLED

Order 6050.11, The use of Hertz (Hz) as a unit of frequency in place of "cycle per second," is cancelled without replacement. The cancellation of this order will be reflected in the next FAA checklist.

TAKING OFF FOR CUBA

For the first time since 1960, next month a scheduled airliner will leave a U.S. airport for Cuba. Mexicana Airlines has scheduled a June 15 flight from Miami International Airport to Havana via Merida, Mexico. After the initial flight, the airline is planning two flights a week.

U. S. SAVINGS BOND PARTICIPATION . . . As of May 23, 1977, the organizations located at the Aeronautical Center have participated in the Savings Bond Program according to percentages shown:

<u>Organization</u>	<u>Percentage of Participation</u>
Director's Office	100%
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Aeronautical Center Counsel	100%
Civil Rights Staff	100%
Personnel Management Division	100%
Accounting & Audit Division	88%
Budget Division	100%
Administrative Services Division	93%
Facility Support Division	92%
Management Analysis Division	100%
Procurement Division	94%
Investigations & Security Division	100%
 Office of the Director Total	 93%
 Civil Aeromedical Institute	 86%
Airmen & Aircraft Registry	75%
Data Services Division	88%
FAA Depot	85%
Management Training School	91%
Aircraft Services Base	91%
FAA Academy	74%
Airway Engineering Support Division	98%
 Aeronautical Center Total	 85%
 Flight Standards National Field Office	 76%
Transportation Safety Institute	71%
 Tenant Total	 76%
 GRAND TOTAL	 84%

**“Money can
beget money,
and its offspring
beget more.”**

B. Franklin



May 25, 1977

MPB CAFETERIA CLOSING ON MAY 26 . . . The Multi-Purpose Building Cafeteria will be closed on Thursday, May 26, from 9:00 a.m. until 2:00 p.m. The cafeteria is being used to serve lunch on that day to The Corporate Board and The Executive Committee of the Oklahoma City Chamber of Commerce.

CHANGE IN CAFETERIA SERVICE . . . Substantial losses of chinaware and silverware have been experienced by the cafeteria concessionaire during the past six months. The cost of replacing these losses could ultimately result in increased prices. To avoid this, effective June 1, 1977, NO chinaware, silverware or trays are to be removed from the cafeterias. Plastic utensils are available for carry out orders.

EQUIPMENT DISPLAY . . . On Thursday and Friday, May 26 and 27, the Xerox Corporation will have a continuous showing and demonstration of their new "800" Electronic Typing System, including both card and tape media equipment, in Room 206C of the Aviation Records Building, from 9:00 a.m. until 2:00 p.m. All interested personnel are invited to attend.

RESTRICTIONS ON AC PERSONNEL ACTIONS . . . As of May 12, 1977, hiring or making commitments for hiring individuals from outside the FAA was frozen. To help stabilize the Aeronautical Center workforce during the freeze, permanent merit promotion actions and reassignments between divisions and staffs have been restricted. Notice AC N 3290.2, Restrictions on Aeronautical Center Personnel Actions, dated May 23, 1977, contains this policy.

COAST GUARD INSTITUTE RECRUITING FOR SECRETARY (GS-318-4). . . The Coast Guard Institute, located in the Multi-Purpose Building, has issued Job Announcement 17-77 for the position of Secretary (Stenography) to the Chief, Development Division of the Coast Guard Institute. Applicants must meet standard Civil Service requirements for the job series and grade.

Closing date for consideration for this position is June 3, 1977. Applicants should provide a current SF-171 and a Performance Evaluation Record (DOT F-3430.1) dated within the last 12 months to Room 238, Multi-Purpose Building, prior to the closing date. Call Ext. 4289 to schedule an interview.

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

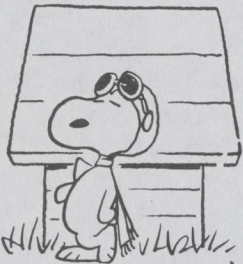
- Gaslight Dinner Theater - "See How They Run" - \$8.85 ea.
Tuesday, Wednesday, Thursday, and Sunday nights.
- Lincoln Plaza Playhouse - \$1.00 discount Tuesday and Sunday
Make your own reservations telling them you are with FAA.
Pay for tickets at the door.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50, Child \$5.50
- Duplicating machine - 10¢ per copy
- FAA business cards - 250 for \$6.50, 1000 for \$9.00

Upcoming tours:

- June 11-18 - Caribbean Cruise - 8 days - 6 ports of call
- July 1-4 - Las Vegas, Nevada - 4 days, 3 nights
- July 17-24 - Acapulco, Mexico - 8 days, 7 nights

Bus Trip to Six Flags - July 16, 1977 - \$19.75 ea. Price includes bus fare, admission to Six Flags, and barbeque dinner.

TIPS FOR THE ENERGY CONSCIOUS



Executive Officer DON KEIL recently attended a conference on the National Energy crises. He came back from the conference loaded with information that can make energy saving fun as well as financially worthwhile.

KEIL reported on the Vehicular Energy Conservation Program developed by McDonald Douglas Aircraft Company, one of the firms represented at the conference. McDonald Douglas found that they saved \$90 for every dollar invested in vehicular energy conservation. McDonald

Douglas' conclusions were the direct result of a practical analysis of vehicle, driver and maintenance policies. Driver education and change in driver's attitudes produced much benefit. McDonald Douglas came up with some mechanical tips of great value and interest.

1. Air filters need never be changed before 20,000 miles. Fact is, they work better when dirty. 7/8 of the filter may be plugged before gasoline milage is affected.
2. Spark plugs are run up to 80,000 miles without changing. But, regular checking, squaring of electrodes, and regaping of plugs are critical.
3. A mixture of synthetic oil to natural, ratio 1 qt. to 4 qts. produces the benefits of synthetic oil as much less cost.
4. Oil does not wear out, the additives do. Operating oil filters are essential.

PROMOTION PLAN ANNOUNCEMENTS

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.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENTS

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-41	Aviation Safety Inspector (Operations), GS-1825-13	AFS-580	1825
Area of Consideration: FAA-wide			
Closing Date: June 10, 1977			
FSNFO-77-47	Secretary (Stenography), GS-318-6	ACY FIFO	318
Area of Consideration: ACY FIFO and NAFEC			
Closing Date: June 8, 1977			

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Luke J. Schaefer	Electronic Tech. (Instruction)	AAC-940	76-198
Donald G. Eddy	ATC Spec. (Center-Instruction)	AAC-930	76-333
Douglas R. Murphy	" " " "	" "	" "
Dennis P. Slechta	" " " "	" "	" "
David L. Vannett	" " " "	" "	" "
Joseph Beke	" " (Terminal-Instruction)	" "	76-336
James Ebeling	" " " "	" "	" "
William Jordan	" " " "	" "	" "
Russell Leonard	" " " "	" "	" "
Harry Duke, Jr.	Electronic Tech. (Instruction)	AAC-940	76-390
Tina J. Webb	Conveyances Examiner	AAC-250	77-52
Paul A. Casey	Maintenance Mechanic Helper	AAC-55	77-59
Lenora M. Francis	Supply Cataloger	AAC-490	77-68
Gary M. Gappa	" " " "	" "	" "
Lorine Q. Powers	" " " "	" "	" "
Jerry E. Spencer	" " " "	" "	" "
David L. Wasland	" " " "	" "	" "
Paul J. Adams	" " " "	" "	77-69
Herbert F. Steinbeck	Supervisory Medical Officer (Occupational Medicine)	AAC-160	77-72

LINDBERGH TRANS-ATLANTIC FLIGHT

These days, most people equate flying with the most rapidly advancing form of technology on earth. It's easy to lose sight of what the spirit of flying really is when all you hear about are aircraft that can go faster, higher, and farther than ever before with less and less help from the pilot. Even the adventure and challenge of being the first to successfully complete a perilous journey has lost its glitter since that "giant step for mankind" imbedded itself on the moon.

Lest we, as pilots, allow ourselves to become too jaded in our favorite pursuit, *Air Progress* would like to devote these pages to the 50th Anniversary of an event that epitomizes what flying is really all about. Charles Lindbergh's flight from Curtiss Field, Long Island to Le Bourget in Paris, France, embodied all of the things that make a pilot want to get into aviation in the first place. It had the challenge, the self reliance, and the thrill of being able to do something a little out of the ordinary that every pilot has experienced to a greater or lesser degree.

Early in the morning of May 20, 1927, the *Spirit of St. Louis* was towed by a truck from Curtiss Field, Long Island to adjoining Roosevelt Field, which had a smooth runway. As the airplane was hauled backward through the rain, Lindbergh thought the scene looked, in his words "more like a funeral procession than the beginning of a flight to Paris!" If the send-off in the states was less than enthusiastic, it would be more than compensated for by the exuberant crowds that met him in France 33½ hours later.

After his "hairy" takeoff from Roosevelt Field in the heavily loaded Ryan, Lindbergh was irate to find that his painstaking sacrifices in eliminating weight had been somewhat undone by clumps of mud that had been thrown onto the wings during takeoff. He consoled himself by studying the terrain below him, cross checking his maps, and scanning his instruments occasionally. At this early point in his flight, Lindbergh's journey almost paralleled the unexpected annoyances and cross country flying techniques every pilot has experienced at one time or another. Thereafter, of course, it would be no ordinary flight.

Four hours into the flight, Lindbergh began to feel the need for rest but there could be no rest. He was buffeted about by squalls over Nova Scotia that kept him alert at least. After the squalls came icing problems, and that kept his mind occupied too.

As the twelfth hour passed, Lind-

bergh flew low enough over St. John's Newfoundland to see the amazement on the faces of the men on the ground as they watched him pass.

As fog and darkness enveloped him, Lindbergh shined his flashlight on the wing and saw that there was still some icing, but his biggest problem was fatigue. North America was far behind him now, and there was no turning back. The sound of the wind, the drone of the Ryan's engine, and unending darkness penetrated his weary mind with a hypnotic effect that seemed to leave him suspended in a void of time and space.

There was no sophisticated autopilot to relieve the tensions of flying, no Inertial Navigation System to verify the Ryan's position as a mere speck over the vast expanse of ocean. There was only Charles Lindbergh. He tried everything to stay awake. He cupped his hands to direct the freezing slipstream against his face, stamped his feet, bounced up and down in the cramped cockpit, and finally resorted to propping his eyelids open with his thumbs.

Well, you know the rest—the triumphant arrival in Paris, the ecstatic crowds that carried Lindbergh from the cockpit and ripped pieces of fabric from the *Spirit of St. Louis* as souvenirs . . . We just wanted to take this opportunity to remind you that you are a part of a very special group of people. You may not have flown the Atlantic alone in a tiny single engine airplane, but the spirit of that flight is one thing we all have in common. It's good to take a look at that journey every few years, just to keep track of who and what we, as pilots, really are.

—Valerie Petri



Courtesy of -----AIR PROGRESS MAGAZINE



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-22 June 1, 1977

FINDING MISSING AIRCRAFT

Spin-off from the computerized air traffic control radar system is being used by controllers to help locate downed aircraft in remote areas and speed the rescue of possible survivors. The new technique uses recorded radar data which can be retrieved and studied by controllers to pinpoint where the missing aircraft disappeared from the radar scope. Since its introduction in 1975, the number of aircraft located through use of this technique has increased steadily from two the first year to 14 in 1976 and to 15 through the first four months of 1977. To date, the technique is credited with saving at least one life. That involved the 17-year-old pilot of a light plane that crashed in a remote mountain pass near Lake Tahoe, Calif., in March. Rescuers were 35 miles off in estimating the crash site but the FAA data enabled them to zero in on the approximate location and get the surviving pilot out before a heavy snowstorm moved into the area. In today's system, using the print-out to trace the flight path and pinpoint a missing aircraft requires a great deal of skill and specialized training, but the agency is developing a new computer program that will simplify the task.

NEW RULE UPDATES AIRLINE WEATHER SYSTEMS

The agency has taken regulatory action to assure that airline flight crews receive full and up-to-date information on hazardous weather conditions that could affect the safety of their operations. The new rule is intended to reduce the potential for accidents and in-flight injuries resulting from unexpected encounters with thunderstorms, clear air turbulence, low altitude wind shear and other adverse weather phenomena. The new weather rule requires all U.S. domestic and flag air carriers to establish an FAA-approved system for collecting and transmitting weather reports and forecasts, including those related to severe weather phenomena, for each flight route and airport used by that carrier. Prior to flight, pilots must be provided with all available weather information, and then, during flight, given additional information that might affect the safety of their operation. Current regulations require the airlines to supply their flight crews with pertinent weather information, but there is no specific requirement for gathering and disseminating hazardous weather data and no provision for FAA approval of these weather information systems. To assist airlines to meet the new rule, the agency is preparing an advisory circular. Airlines have seven months to implement their system.

June 1, 1977

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TESTING THUNDERSTORM ALERTS

Pilots flying during bad weather in the vicinity of any one of five major east coast airports this summer may find themselves involved in a test of thunderstorm warning procedures conducted by the agency and the National Oceanic and Atmospheric Administration (NOAA). Scheduled to begin June 15, the three month test is similar to one conducted last summer by FAA and NOAA, but it incorporates changes designed to improve the flow of vital weather information to pilots to help them avoid hazardous weather. Airports involved are Washington National, Philadelphia International and the three New York area airports--JFK, LaGuardia and Newark. One of the principal changes from the previous test is an increase in the thunderstorm advisory area. Participating pilots within a 50-mile radius of the airport now will receive the service as compared with the 30-mile radius used last summer.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
DAKAR 2 years - PC-9/77 Technical Officer, COM, P-4, Gross: \$29,940 per annum and NET (free of tax): \$20,209 without dependents; \$21,756 with dependents per annum. Language Requirement: Command of English and French essential, a working knowledge of Spanish is desirable. Applications due in AIA-19 by July 4, 1977. BANGKOK 2 years - PC-10/77 Technical Officer, P-2, \$19,040 per annum and NET (free of tax): \$14,149 without dependents per annum; \$15,096 with dependents per annum. Applications due in AIA-19 by July 20, 1977. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

FATALITIES DOWN

The transportation death toll in the United States levelled off in 1976 after three years of decline, according to preliminary statistics released last week by the National Transportation Safety Board. There were 49,575 fatalities in all transport modes last year, as compared with 49,502 in 1975. Total aviation fatalities in 1976 were 1,318, down from 1,448 in 1975. General aviation fatalities were down from 1,324 in 1975 to 1,273 in 1976, and air carrier fatalities dropped from 124 to 45. Highway fatalities, on the other hand, turned slightly upward, increasing from 44,690 to 44,807 or less than one percent. There had been a nearly 20 percent decrease in 1974 and a two percent decrease in 1975. Highway fatalities historically account for more than 90 percent of all U.S. transportation fatalities. In other modes--railroads and marine--fatalities were slightly down. Railroads were down from 564 to 503 and marine down from 1,860 to 1,741 in 1976. Pipeline fatalities were up from 30 to 82 in 1976.

THIS IS CONFIDENTIAL

It's time again to get ready to submit the annual supplemental statement which is required from all employees who submit a Confidential Statement of Employment and Financial Interests (Form DOT F 3700.1). This year, revised regulations require that an employee provide a record of any changes that occurred in his or her interests during the time covered by the supplemental statement. Paragraphs 4 and 8 of FAA Order 3750.3A contain background information on these statements, as well as on the yearly requirement of supervisors to call to attention of their subordinates the standards of conduct employees are expected to observe.

DOT/FAA ACTS TO AID HANDICAPPED

When a West Virginia woman was stranded at an airport by a sudden winter blizzard, she found she had more problems than her fellow passengers because of a hearing impairment. She needed to make an important telephone call but couldn't because there were no amplified telephones in the terminal building. So, after her trip she wrote to DOT Secretary Adams and asked that two or more telephones equipped with amplifiers be installed in all airport terminals in the U.S. to accommodate air travellers with hearing impairments. The Secretary asked FAA to follow up on the suggestion, and the agency moved quickly to install clearly-marked amplified telephones at the two airports it operates--Washington National and Dulles International Airports. More than 10 of the special telephones have been installed at each terminal and additional units are planned. FAA also asked the operators of the 500-plus airports in the U.S. served by scheduled airlines to contact local telephone companies about immediate installation of amplified telephones. To insure a happy ending to the story for the lady from West Virginia, a representative from the Office of Airport Programs contacted her by phone and told her what the agency was doing about the problem. According to reports, she was amazed and very appreciative to find a government agency moving so quickly on her suggestion In a related action, FAA has asked operators of airline airports to provide telephone installations which are readily accessible and can be easily used by persons in wheel chairs.

LANDING GEAR INSPECTION ORDERED

Responding with alacrity the New England Region issued an Airworthiness Directive on May 19 requiring the immediate inspection of suspect landing gear fittings on the Sikorski S-61 helicopter following an accident atop the Pan American Building in New York City that took five lives. The action, which requires a one-time inspection using a fluorescent penetrant and a daily inspection with a 10-power magnifying glass, was taken within 48 hours of the accident and 24 hours after the National Transportation Safety Board sent the FAA a recommendation calling for such inspection.

ORDER CANCELLED

The following AAF orders are cancelled and will be reflected in the next edition of the FAA Directives Checklist: SM P 6320.2, Maintenance of Precision Approach Radar (PAR) Facilities; SM P 6720.1, Maintenance of Consolan Facilities Handbook.

HERTZ STILL O.K.

The item in our May 23, 1977, INTERCOM, regarding cancellation of Order 6050.11, should have included an explanation that the use of the term 'Hertz (HZ)' as a unit of frequency - in place of 'cycle per second' - has become so commonplace and universally accepted that the order dictating its use is no longer necessary.

June 1, 1977

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NEW TELEPHONE DIRECTORY Have you moved? Have you changed your AAC Routing Symbol, telephone extension, building or room number? A new Aeronautical Center telephone directory is being prepared for printing and if information on your Employee Locator and Emergency Notice Card (AC Form 1770-40) is out of date, you should see that a new one is prepared and forwarded to AAC-44C in accordance with AC Order 1770.8E, Telephone Locator and Information Service and Employee Home Address File. The deadline is Friday, June 10, 1977.

FILM FOR PILOTS On Friday, June 3, 1977, a film, "IFR, A License to Practice," is being shown in the Headquarters Building Auditorium for FAA pilots and others interested in general aviation safety. The showing will begin at 10:00 a.m. and will last about 40 minutes.

CAFETERIA BOARD MEETS Members of the Cafeteria Board met on May 26, 1977, to review cafeteria operations. Food service was among those topics discussed, particularly the comments received from Aeronautical Center employees and students. The manager of I.I.Foods, Inc., was receptive to the suggestions offered to improve food service and assured the Board that appropriate steps would be taken to correct the noted deficiencies.

FIFO AWARDS Aircraft mechanics Robert S. Wieckowski and Stanley N. Shirley received Special Achievement Awards of \$500.00 and \$400.00 respectively for their contribution in correction and documentation of Sabreliner 80 thrust reverser problems.

June 1, 1977

U.S.SAVINGS BOND DRIVE . . . The 1977 U.S. Savings Bond drive is over and the final reports are in. Listed below is the percentage of participation in the bond campaign as of May 31, 1977:

<u>Organization</u>	<u>Percentage of Participation</u>
Director's Office	100%
Public Affairs	100%
Aeronautical Center Counsel	100%
Civil Rights Staff	100%
Personnel Management Division	100%
Accounting & Audit Division	100%
Budget Division	100%
Administrative Services Division	95%
Facility Support Division	93%
Management Analysis Division	100%
Procurement Division	100%
Investigations & Security Division	100%
Office of the Director Total	97%
Civil Aeromedical Institute	94%
Airmen & Aircraft Registry	79%
Data Services Division	89%
FAA Depot	87%
Management Training School	91%
Aircraft Services Base	92%
FAA Academy	76%
Airway Engineering Support Division	98%
Aeronautical Center Total	88%
Flight Standards National Field Office	77%
Transportation Safety Institute	71%
Tenant Total	77%
GRAND TOTAL	86%

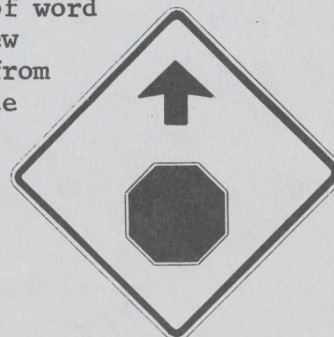
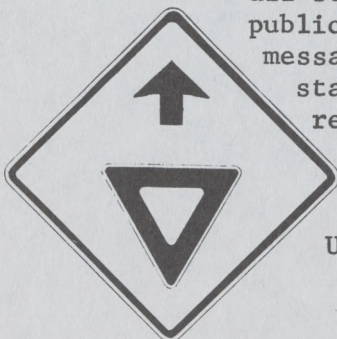
FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available at your EA Office:

- Gaslight Dinner Theater - "See How They Run" - \$8.85 ea.
Tuesday, Wednesday, Thursday, and Sunday nights.
- Lincoln Plaza Playhouse - \$1.00 discount Tuesday and Sunday
Make your own reservations telling them you are with FAA.
Pay for tickets at the door.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50, Child \$5.50
- Duplicating machine - 10¢ per copy
- FAA business cards - 250 for \$6.50, 1000 for \$9.00

Upcoming tours:

- June 11-18 - Caribbean Cruise - 8 days - 6 ports of call
- July 1-4 - Las Vegas, Nevada - 4 days, 3 nights
- July 17-24 - Acapulco, Mexico - 8 days, 7 nights

Bus Trip to Six Flags - July 16, 1977 - \$19.75 ea. Price includes bus fare, admission to Six Flags, and barbeque dinner.



DOT has approved these new symbolized signs to be placed along all streets and highways open to public travel in lieu of word message signs. The new standards resulted from recommendations made by the National Advisory Committee on Uniform Traffic Control Devices.

June 1, 1977

= 7 =

PROMOTION PLAN ANNOUNCEMENTS

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.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: June 8, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER-WIDE</u>		
77-157	Secretary (Stenography), GS-318-4	Aero. Center	318
	<u>ACCOUNTING AND AUDIT DIVISION</u>		
77-158	Accounting Clerk, GS-501-4	AAC-21	501
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
77-159	Computerized Typesetting System Leader, WL-4401-12	AAC-45	JE-4401A
	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u>		
77-160	Coding Clerk, GS-357-4	AAC-101	300-B
	<u>AIRMEN AND AIRCRAFT REGISTRY</u>		
77-161	Conveyances Examiner, GS-963-5	AAC-250	963
	Position has promotion potential to GS-7 without further competition.		
	<u>FAA DEPOT</u>		
77-162	Painter Leader, WL-4102-9	AAC-440	JE-4102A
	<u>AIRCRAFT SERVICES BASE</u>		
77-163	Electronics Technician, GS-856-7/9/11	AAC-830	856
	Position has promotion potential to GS-11 without further competition. A separate promotion list will be established for each grade level. Duty Location: Kansas City, Missouri		
	<u>FAA ACADEMY</u>		
77-164	Clerk, GS-301-4	AAC-930	300-B
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
77-165	Classification Clerk (Stenography) GS-203-5	AAC-15	203

SELECTION LIST	POSITION	LOCATION	ACPP NO.
Anacletus C. Queri	ATC Spec. (Terminal-Instr.)	AAC-930	76-336
Julie A. Stanford	Conveyances Examiner	AAC-250	77-52
Rudolph W. Ashby	Program Management Spec.	AAC-500	77-79
Ruth J. Albin	Cashier and Scheduling Clerk	AAC-23	77-80
Russell W. Burgess	Electrician	AAC-55	77-83
Linda Van Buskirk	Psychology Technician	AAC-101	77-85
Wayne Guerrini	Computer Programer	AAC-320	77-87
Patricia A. Elvik	Ident. & Cond. Verifier	AAC-430	77-88
Albert Dee Rockwell	Production Controller	AAC-440	77-89
Kenneth Sublett	Supervisory Position Classification Spec.	AAC-15	77-92
Pamela K. Schwartz	Shipment Clerk	AAC-430	77-94
Christopher Clark	Aircraft Mechanic Leader	AAC-830	77-96
John H. Corbett	" " "	" "	" "
Glen Oltermann	Procurement Analyst	AAC-70	77-98
Harold K. Everett	Clerk	AAC-250	77-99
Robert Nelson	"	"	"
Marvella Holmes	Education Technician	AAC-911	77-103
Abram C. Russell	Utility Systems Operator	AAC-55	77-110
Doris J. Nichols	Accounting Clerk	AAC-23	77-109
William D. Grissom	Computer Operator	AAC-340	77-104
Harold J. Curtice	Electronics Technician	AAC-952	77-113
Andrew J. Tidwell	Supervisory Electronics Engineer (Instr.)	AAC-943	77-114
Charles G. Price	Medical Record Technician	AAC-101	77-116
F. Berene Holland	Operating Accountant	AAC-23	77-118
Mary Ann Zimmerman	Supply Clerk (Typing)	AAC-930	77-135
June B. Tevault	Training Technician	AAC-931	77-136
Arnold Guadalupe	Supervisory ATC Spec. (Center-Instr.)	AAC-931	77-137
Theodore L. Burdick	Electronics Tech. (Airborne)	ACY FIFO	FSNFO-77-16
James F. Devers	" " "	"	"
Harold W. Walls	" " "	BTL FIFO	" 77-22
Carole A. Maybin	Administrative Assistant	ACY FIFO	" 77-29
Charlotte L. Hammond	Aviation Procedures Clerk (Stenography)	BTL FIFO	" 77-40
Patricia S. Savage	Computer Programmer	AAC-300	UM-77-06



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-23

June 8, 1977

TESTING BY FIRE

Full-scale fire tests--the first of their kind on a wide-body jet fuselage--are being conducted at NAFEC as part of the agency's continuing program to enhance passenger survival in aircraft accidents involving fire. The tests measure the effects in the passenger cabin of heat, smoke and gases generated by external fuel fires. Interior emergency lighting systems also are being evaluated. The aircraft being used in the tests is a salvaged C-133 military transport whose interior has been modified to resemble that of wide-body jets such as the Boeing 747, DC-10 or L-1011. For the tests large jet fuel fires are set in a four-by-four foot pan next to the front door of the aircraft, and large electric fans are used to force the fire and smoke into the cabin area. The tests will be conducted over a period of 18 months.

INCOME TAX CHANGES

The Tax Reduction and Simplification Act of 1977 changed the standard deduction to a flat rate of \$2,200 for single individuals and \$3,200 for married couples filing jointly. As a result of this, federal tax withheld from individual checks may be \$1 to \$9 less. These changes are effective with wages paid after May 31 and will be reflected in checks received for the payday of June 15.

SOUTHERN REGION SELECTS FIRST WOMAN TOWER CHIEF

The only woman tower chief in the FAA says that "air traffic control is a great career for women." Mary Ellen Kraus, who took over as chief of the Winston-Salem, N.C., Tower, May 22, also insists that she hasn't been the victim of discrimination because of her sex. She said, "It took some time to gain the respect of my fellow controllers, but once I proved myself as a good controller, I had their support and I was part of the team." Ms. Kraus said she began working as a Navy controller at the Jacksonville Naval Air Station. She joined the agency in 1971 and began her career as a VFR controller in the Gainesville, Fla., Tower. From there she transferred to Orlando's Herndon Airport and subsequently to Jacksonville International Airport, where she was a radar controller. In a telephone interview she told INTERCOM that when she heard she had been selected as a tower chief, "It was a dream come true." She added that she still had other dreams and hoped to continue with her professional growth in the agency. Ms. Kraus is the first woman to be appointed tower chief in the Southern Region. She is currently the only female tower chief in the FAA, but there have been others in the past. There are 1,186 women air traffic controllers.

ADMINISTRATOR TRIES CONCORDE

Administrator Bond will fly round trip to Europe leaving this week on the supersonic Concorde to obtain a first-hand look at this airplane in its operating environment. FAA presently is involved in an extensive safety and airworthiness analysis of the Concorde as part of its type certification process. FAA certification of the aircraft is required before any U.S. airline can operate the aircraft. Braniff International Airways has made application to fly the Concorde. Bond will leave Washington's Dulles International Airport for Paris aboard an Air France Concorde on June 9 and return from London on a British Airways Concorde on June 16. A pilot himself, Bond will occupy the cockpit jump seat during part of each flight. In Europe, Bond will attend the Paris Air Show which this year celebrates the 50th anniversary of Charles Lindbergh's historic trans-Atlantic flight.

NOT FOR HUMAN FLIES

When a mountain climber startled New York City and much of the world last week by scaling the World Trade Center building, FAA was an unknowing and unwilling accomplice. Before setting off on his 110 story climb, toy designer George Willig had a friend call the Teterboro Flight Service Station for winds aloft. It was on the basis of the FSS reports that "the human fly" (not certificated by the FAA) went ahead with his escapade. The stunt was a success, but nonetheless, Stan Perro, the Deputy Chief of the Teterboro FSS, wants to emphasize that aviation weather is "strictly for aviators" and not for human flies or any other non-aviation purpose.

CONFERENCE CANCELLED

The agency has cancelled its 1977 Aviation Review Conference and will study a revised format for presenting aviation-related policies and programs which reflect the National Transportation Policy Statement now under development. Conducted annually, the conference originally was scheduled for May 16-18 and subsequently deferred for an indefinite period. FAA also will not issue a 10-year plan this year. This document normally is issued in conjunction with the Aviation Review Conference and forms a basis for discussion at the meeting. Administrator Bond said cancellation of the conference will not affect other elements of FAA's Consultative Planning Program. The agency will continue regular meetings with specialized groups on specific aviation matters.

IN THE JUNE WORLD

Is there an "assessment center" in your future? There may be if you bid on certain jobs because the agency is using it more and more as an evaluation tool to help it select the right people for the right jobs. So, you better read "The Assessment Centers--Not A Place But A Way To Go" in the June issue of FAA WORLD or you may stay a GS-1 forever.... You also can read about "FAA's Third Airport" at Atlantic City and react to the new Administrator's call for "A Renewed Commitment to Excellence" in the same issue. "Heads Up" returns to FAA WORLD after an absence of more than a year. And, of course, you will find your ol' friends "Faces and Places," "Federal Notebook," "Direct Line" and an eye-teasing "Word Search."

NEW WITHHOLDING TAX RATE . . . FAA employee's pay for pay period #12 (5/22/77 = 6/4/77), which will be received June 15, 1977, will be computed under the new Federal tax formula.

These new formulas will probably result in slight increases in net take-home pay for Aeronautical Center employees.

ALLOWANCE TABLE								
Number of Withholding Allowances	Weekly	Bi-weekly	Semi-monthly	Monthly	Quarterly	Semi-annual	Annual	Daily or Misc.
0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
1	14.40	28.80	31.30	62.50	187.50	375.00	750.00	2.10
2	28.80	57.60	62.60	125.00	375.00	750.00	1,500.00	4.20
3	43.20	86.40	93.90	187.50	562.50	1,125.00	2,250.00	6.30
4	57.60	115.20	125.20	250.00	750.00	1,500.00	3,000.00	8.40
5	72.00	144.00	156.50	312.50	937.50	1,875.00	3,750.00	10.50
6	86.40	172.80	187.80	375.00	1,125.00	2,250.00	4,500.00	12.60
7	100.80	201.60	219.10	437.50	1,312.50	2,625.00	5,250.00	14.70
8	115.20	230.40	250.40	500.00	1,500.00	3,000.00	6,000.00	16.80
9	129.60	259.20	281.70	562.50	1,687.50	3,375.00	6,750.00	18.90
10	144.00	288.00	313.00	625.00	1,875.00	3,750.00	7,500.00	21.00
Over 10	Multiply amount of one withholding allowance by number of allowances claimed							

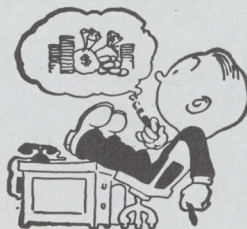
IF THE PAYROLL PERIOD WITH RESPECT TO AN EMPLOYEE IS BIWEEKLY

(A) SINGLE PERSON == INCLUDING HEAD OF HOUSEHOLD:

IF THE AMOUNT OF WAGES IS:	THE AMOUNT OF INCOME TAX TO BE WITHHELD SHALL BE:
NOT OVER \$ 50	0
OVER \$ 50 BUT NOT OVER \$ 135	\$ 13.60 PLUS 16% OF EXCESS OVER \$ 50
OVER \$ 135 BUT NOT OVER \$ 231	\$ 32.80 PLUS 20% OF EXCESS OVER \$ 135
OVER \$ 231 BUT NOT OVER \$ 365	\$ 63.62 PLUS 23% OF EXCESS OVER \$ 231
OVER \$ 365 BUT NOT OVER \$ 481	\$ 87.98 PLUS 26% OF EXCESS OVER \$ 365
OVER \$ 481 BUT NOT OVER \$ 558	\$ 108.00 PLUS 30% OF EXCESS OVER \$ 481
OVER \$ 558 BUT NOT OVER \$ 692	\$ 148.20 PLUS 36% OF EXCESS OVER \$ 558
OVER \$ 692	\$ 148.20 PLUS 36% OF EXCESS OVER \$ 692

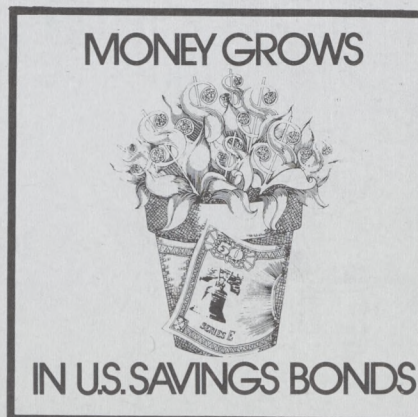
(B) MARRIED PERSON:

IF THE AMOUNT OF WAGES IS:	THE AMOUNT OF INCOME TAX TO BE WITHHELD SHALL BE:
NOT OVER \$ 96	0
OVER \$ 96 BUT NOT OVER \$ 192	\$ 16.32 PLUS 17% OF EXCESS OVER \$ 96
OVER \$ 192 BUT NOT OVER \$ 346	\$ 47.12 PLUS 20% OF EXCESS OVER \$ 192
OVER \$ 346 BUT NOT OVER \$ 529	\$ 78.23 PLUS 25% OF EXCESS OVER \$ 346
OVER \$ 529 BUT NOT OVER \$ 692	\$ 118.98 PLUS 28% OF EXCESS OVER \$ 529
OVER \$ 692 BUT NOT OVER \$ 865	\$ 167.42 PLUS 32% OF EXCESS OVER \$ 692
OVER \$ 865 BUT NOT OVER \$ 1000	\$ 210.62 PLUS 36% OF EXCESS OVER \$ 865
OVER \$ 1000	\$ 210.62 PLUS 36% OF EXCESS OVER \$ 1000



U.S.SAVINGS BOND DRIVE . . . Due to continued effort by many campaign key workers, some organizations have increased their participation. This is the final report for this year's drive. Each organization is to be congratulated for attaining such fine results.

<u>Organization</u>	<u>Percentage of Participation</u>
Director's Office	100%
Public Affairs	100%
Aeronautical Center Counsel	100%
Civil Rights Staff	100%
Personnel Management Division	100%
Accounting & Audit Division	100%
Budget Division	100%
Administrative Services Division	96%
Facility Support Division	93%
Management Analysis Division	100%
Procurement Division	100%
Investigations & Security Division	100%
Office of the Director Total	97%
Civil Aeromedical Institute	96%
Airmen & Aircraft Registry	82%
Data Services Division	91%
FAA Depot	87%
Management Training School	91%
Aircraft Services Base	92%
FAA Academy	77%
Airway Engineering Support Division	98%
Aeronautical Center Total	89%
Flight Standards National Field Office	77%
Transportation Safety Institute	71%
Tenant Total	77%
GRAND TOTAL	87%



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

- Gaslight Dinner Theater - "See How They Run" - \$8.85 ea.
Tuesday, Wednesday, Thursday, and Sunday nights.
- Lincoln Plaza Playhouse - \$1.00 discount Tuesday and Sunday.
Make your own reservations telling them you are with FAA.
Pay for tickets at the door.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50, Child \$5.50
- Duplicating machine - 10¢ per copy
- FAA business cards - 250 for \$6.50, 1000 for \$9.00

Upcoming tours:

- July 1-4 - Las Vegas, Nevada - 4 days, 3 nights
- July 17-24 - Acapulco, Mexico - 8 days, 7 nights
- Aug. 20-27 - Bahamas - 8 days, 7 nights
- Sept. 2-5 - Las Vegas, Nevada - 4 days, 3 nights

Bus Trip to Six Flags - July 16, 1977 - \$19.75 ea. Price includes bus fare, admission to Six Flags, and barbeque dinner.

JUNE GOLF TOURNAMENT SCHEDULED . . . Sign up dates for the June 25 golf tournament are Monday, June 13 and Wednesday, June 15. FAA Golf Club members can draw their tee times in the EA Office. The June tournament will be held at the Midwest City Regional Golf Course.



June 8, 1977

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PROMOTION PLAN ANNOUNCEMENTS

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.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing date for other than nationwide announcements: June 15, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AERONAUTICAL CENTER-WIDE</u>		
77-166	Clerk-Stenographer, GS-312-4	Aero. Center	312
	<u>ACCOUNTING AND AUDIT DIVISION</u>		
77-167	Accounting Technician, GS-525-7	AAC-23	525
77-158	AMENDMENT/Accounting Clerk, GS-501-4	AAC-21	501
	This position has promotion potential to GS-5 without further competition. Applicants who have submitted bids need not resubmit them.		
	<u>DATA SERVICES DIVISION</u>		
77-168	Computer Programmer, GS-334-12	AAC-320	334
77-169	Computer Operator, GS-332-5	AAC-340	332
	Position has promotion potential to GS-7 without further competition. Must work on rotating shift.		
77-170	Supervisory Computer Operator, GS-332-10	AAC-340	332
	<u>FAA DEPOT</u>		
77-151	AMENDMENT/Sheet Metal Mechanic, WG-3806-10	AAC-442	JE-3806A
	Closing date amended to 6-15-77 due to insufficient qualified applicants.		
	<u>AIRCRAFT SERVICES BASE</u>		
77-146	Supervisory General Engineer, GS-801-15	AAC-840	800

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS (continued)

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

77-147	*Airspace System Inspection Pilot (Instruction), GS-2181-11/12/13	AAC-954	2181
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One year of 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). This requirement may be waived for positions filled below the full performance level, GS-13. Applicants selected at the GS-11 or 12 levels will be eligible for promotion to the GS-13 level without further competition.

77-148	*Electronics Technician (Instruction), GS-856-11 or Electronics Engineer (Instruction), GS-855-11	AAC-954	856 or 800
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A minimum of 1 year FAA experience is required within the last 6 years as a supervisor, inspector, engineer or technician/specialist at a FAA Flight Standards avionic operational or maintenance facility. At least 1 year of the Electronics Technician specialized experience must be directly related to avionics.

77-149	*Aviation Safety Inspector (Airworthiness-Instruction), GS-1825-12/13	AAC-952	1825
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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). An FAA mechanic certificate with airframe and powerplant ratings is required. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

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

AIRWAY ENGINEERING SUPPORT DIVISION

77-143	Electronics Engineer, GS-855-13 Specialization is in terminal nav aids.	AAC-1020	800
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TRANSPORTATION SAFETY INSTITUTE PROMOTION PLAN ANNOUNCEMENT

Closing Date: June 21, 1977 Area of Consideration: DOT-wide

<u>TSI NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
TSI-77-5	Highway Traffic Transportation Safety Specialist, GS-301-13	TES-15	301-7

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

Closing Date: June 20, 1977 Area of Consideration: FAA-wide

FSNFO-77-44	Supervisory Aviation Safety Inspector, (Manufacturing), GS-1825-14	AFS-510	1825
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June 8, 1977

SURVEY OF EDUCATIONAL INTEREST . . . Oklahoma City University (OCU)
has offered to come to the Aeronautical Center and make available undergraduate and graduate level courses for employees. Many employees are currently pursuing educational programs at OCU. The purpose of this survey is to obtain information about the courses desired and the preferred locations and times. If there are enough people with similar needs, it may be possible for OCU to provide special scheduling, more convenient for Aeronautical Center employees. Any courses arranged as a result of this survey will be taken at the employee's own expense and during off-duty hours. Questions, comments, or requests for additional information should be referred to the Training Branch, AAC=17, Ext. 4156. Completed survey forms should be returned to AAC=17 by June 15, 1977.

NAME _____ ROUTING SYMBOL _____ PHONE _____

HOME ADDRESS _____

HOME PHONE _____

EDUCATIONAL LEVEL

9	10	11	12			
13				14	15	16
16+						

EDUCATIONAL INTEREST Undergraduate
 Graduate

SUBJECT DESIRED 1. _____
2. _____
3. _____

LOCATION OF CLASS PREFERRED At the Aeronautical Center
 At Oklahoma City University

TIME PREFERRED Afternoon (After 4:30)
 Evening (After 6 p.m.)



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

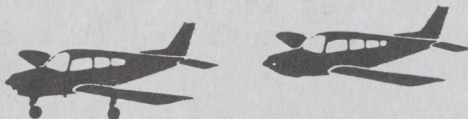
77-24 June 15, 1977

'PROMPT AND COURTEOUS SERVICE' BRINGS KUDOS

High on the list of good things to hear was the following editorial broadcast by KOOL radio and TV in Phoenix, Ariz., last month: "Dealing with Federal Bureaus can be very frustrating. Often it is nearly impossible to get any kind of answer to your question. We have had our share of such experiences. There is one shining exception to what has become this general rule . . . that is the Federal Aviation Administration. Because we operate an airplane and a helicopter, we are in constant contact with various branches of the FAA. From the people in Los Angeles, who OK'd construction of a downtown heliport, to the controllers in the airport towers, we have always had prompt and courteous service. It is refreshing indeed to find so many people in one Federal agency who not only know their jobs but seem to like what they do and do it with efficiency and a smile. Other government agencies should study the FAA and the people who are employed by this government bureau. They could learn a valuable lesson."

HATCH ACT REVISIONS PENDING

A bill which nullifies many restrictions of the Hatch Act and allows Federal employees to participate publicly in partisan politics passed the House of Representatives last week by a 244 to 164 vote and is now awaiting Senate action. The Hatch Act is the legislation, passed in 1939, which restricts participation in partisan politics by Federal employees. The new bill would allow most Federal employees to take a leave of absence while running for political office, and it would guarantee that they could return to their jobs, or to similar jobs, if they were not elected to office. It would also allow most Federal employees to solicit funds and to campaign for a political candidate as long as this was not done in Federal buildings or on the job. Employees to whom the new legislation does not apply are those involved in national security jobs and some workers who have audit, inspection, prosecution or law enforcement responsibilities.



NEW TOWER OPENED AT MEMPHIS

Things are going just great in the new air traffic control tower at Memphis International Airport, according to tower chief James L. Wright. The operation was recently moved from the old tower to the new one over a weekend while traffic was light. On Monday morning, both secondary and primary radar were on line to control the influx of heavy traffic. In a local newspaper story Wright is quoted as explaining in layman's language that "Primary (radar) searches out solid objects such as airplanes while secondary talks with a system on board a plane." The tower is a FAA standard 190 foot-high, I.M. Pei design structure. It is similar to towers, for instance, at Oklahoma City and Chicago. The new tower and adjoining facilities are staffed by 74 controllers, 10 operating supervisors and 11 persons in management support positions. Last year there were about 319,000 operations at the airport; 112,000 of these were air carrier.

MORE VORs ORDERED

The agency last week awarded a \$745,045 contract to Wilcox Electric, Inc. of Kansas City for additional air navigation equipment for the nation's airways. Under the contract FAA will receive seven dual and 19 single very high frequency omnidirectional radio range (VOR) systems that provide pilots of properly equipped aircraft with their location in reference to VOR stations. Most of the new systems will be used to replace or improve existing VORs while three will be used to establish new VOR sites at

Cordova, AK. (in the Anchorage area); Windsor Locks, CT.; and Placerville, CA. The dual systems, which provide a back-up capability, will be used at high density, heavy air traffic sites. Deliveries of the solid state equipment will begin within five months and will be completed in 13 months.



ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL - PC-11/77 Programme and Budget Officer, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents; \$21,756 with dependents per annum. Applications due in AIA-19 by July 1, 1977. PC-12/77 Personnel Officer, P-3, Gross: \$23,910 per annum and Net (free of tax): \$16,978 per annum without dependents; \$18,193 with dependents per annum. Applications due in AIA-19 by August 3, 1977. PC-13/77 Legal Officer, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents; \$21,756 with dependents per annum. Applications due in AIA-19 by August 3, 1977. Additional information about salary, duties, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

20 YEARS OF SERVICE RECOGNIZED

An FAA air traffic controller, Wilfred E. Johnson, Jr., of the Chicago/O'Hare Tower, was recently awarded a certificate of merit from the city's mayor for 20 years of service. Johnson, who is nicknamed "Radar Willie", is the first person to put in 20 years in the "world's busiest airport." Coincidentally, he started his career at O'Hare on the same day as the first jet landed at the field. In a newspaper interview Johnson said, "There were only two approaches when I came on board, one from the northwest and the other from the southeast. Now we have 13 different approach and departure configurations and, when the weather permits, we have triple approaches." Johnson, who is currently on detail to the training office, estimates that he has controlled more than one million airplanes during his career. The story of "Radar Willie" is scheduled to appear in a forthcoming FAA World.

NEW ATC TRAINING

Construction of a new building designed specifically for air traffic control training is scheduled to get underway this winter in Oklahoma City. Final plans for the three-story building--one floor below ground level--will be delivered to Washington next month. The building will be used for intensive basic training of developmental controllers. Laboratories will be equipped with air traffic control simulation equipment. In order to simulate real working conditions, actual radar scopes and consoles from ARTS III and en route NAS radar equipment will

be installed. Flight strip printers, map boards and even the lighting will complete the life-like facsimilies. The new training program is designed to screen new hires as well as teach the basics of air traffic control. This is expected to substantially reduce the number of dropouts in the field by the early identification of those unlikely to succeed.

ONLY AN OLD COMPASS

The pilot had an old fashioned compass and nothing else. All of his sophisticated radio navigation equipment was out. He was lost in the clouds. His radio signals were too weak to be understood by controllers at the Jacksonville en route Center and too weak to provide a "direction finding" bearing from flight service stations in the area. Military planes were summoned to the search, but the stray single engine aircraft was not located until an unidentified target appeared on the center's radar. Then, a Navy plane was sent to investigate, and the search was concluded as the thankful pilot was led to a landing at Jekyll Island, Ga., Airport. During the month of May, 233 flight assists were reported--117 by flight service stations, 78 by towers and 38 by centers. There were a total of 465 people reported on board the aircraft involved.

SUGGESTION PAYS OFF! . . . History was made May 18, 1977, when, for the first time, the President of the United States presented a \$25,000 award to a Federal employee at a ceremony in the White House Rose Garden. The proud recipient was Lawrence L. Guzick, head engineer in the Aircraft Carrier Ship Logistics Division, Naval Sea Systems Command.

Mr. Guzick invented, and in 1971 obtained a patent for, an orifice and filter assembly which has replaced the conventional steam trap used on Naval ships since the early development of steam-powered equipment. The device, which has been approved for fleet-wide installation, improves the reliability and availability of steam machinery systems, reduces steam leakage, and improves turbine and thermal efficiency of the entire power system of steam-powered ships. Navy estimates fuel and maintenance savings of over \$10.8 million will result from Mr. Guzick's invention.

President Carter, in presenting the award, said he was honored to participate in the ceremony and stated, "I think...this is a tribute to all the superlative Civil Servants that work for our government. They are not recognized often enough and the quiet professionalism that is there is a great strength to a President."

Mr. Guzick's invention is particularly noteworthy because of its impact during a period when the Nation is searching for ways of conserving vital energy resources. Additionally, the \$25,000 award -- the maximum amount that can be awarded by an agency to an employee under the provisions of the Federal Incentive Awards Program -- has been presented on only five previous occasions since the program first was established in 1954, and never by a President.

The inventions, ideas, and other achievements of Federal civilian employees during fiscal year 1976 resulted in over \$333 million in tangible benefits to the Government as well as intangible benefits such as safeguarding natural resources, improving services to the public, advancing medical science, and contributing to national security. About one in every eleven employees received recognition for such contributions with over \$13 gained for every \$1 awarded, and total benefits equivalent to the Federal income taxes of more than 182,000 average Americans.

Mr. Guzick graduated from Oklahoma State College in 1949, having majored in Mechanical Engineering.

You can convert YOUR ideas into cash. Ask your supervisor or Incentive Award Program Coordinator for an FAA Form 2333 and submit your suggestion today!

EMPLOYEE AWARDS . . . During May 1977, 17 employees received awards for beneficial suggestions ranging from letters of commendation to \$685. Average award was \$118. Total amount awarded during the month was \$2015.00.

Quality Increase Awards were given to Thelma L. Stacy, AAC-911; Judy A. Robinson, SEA FIFO; Maxine M. Breyette, MSP FIFO; and John M. Mooney, LAX FIFO.

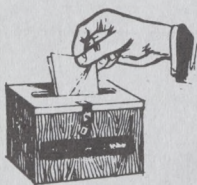
Special Achievement Awards were given to the following:



Mary L. Rickey, AAC-260	Francis L. Hampton, ACY FIFO
D. Rojean Rich, AAC-350	Douglas L. Engvall, MSP FIFO
John A. Wolcott, ACY FIFO	Stanley N. Shirey, BTL FIFO
John R. Park, AFS-506	Robert Wieckowski, BTL SIFO
Glenda D. Williams, ATL FIFO	Thomas E. Durham, LAX FIFO
	Delvin L. Ulstad, MSP FIFO

EQUIPMENT DISPLAY . . . On Thursday, June 16, 1977, BARRTEX Computer Services will have a continuous showing and demonstration of the Texas Instrument SR-60, a prompting, programmable printing calculator/computer. This display will be in Room 206C of the Aviation Records Building from 12:00 noon until 4:00 p.m. All interested personnel are invited to attend.

CAFETERIA SUGGESTION BOXES . . . Something new is being added to the cafeterias in the Headquarters and Aviation Records Buildings. Suggestion boxes are being installed to serve as another means for employees and students to express their ideas concerning cafeteria food service. These boxes will be conveniently located near the main entrances of these cafeterias. Suggestion forms will be provided upon request by the cashiers. Employees and students are encouraged to use these suggestion boxes, but previously established contact points may continue to be used. All comments, suggestions, and/or questions will be reviewed daily with an interest in immediate location of trouble spots and taking action that will be responsive to customers.



Smoking in bed can be **FATAL**

REVISED WITHHOLDING TAX TABLE . . . Printed below is a revised table showing rates which will be used under the new Federal tax formula. The table printed in the June 8 INTERCOM showed the old rates and should be disregarded. These rates originated with the Tax Reduction and Simplification Act of 1977.

ALLOWANCE TABLE								
Number of Withholding Allowances	Weekly	Bi-weekly	Semi-monthly	Monthly	Quarterly	Semi-annual	Annual	Daily or Misc.
0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
1	14.40	28.80	31.30	62.50	187.50	375.00	750.00	2.10
2	28.80	57.60	62.60	125.00	375.00	750.00	1,500.00	4.20
3	43.20	86.40	93.90	187.50	562.50	1,125.00	2,250.00	6.30
4	57.60	115.20	125.20	250.00	750.00	1,500.00	3,000.00	8.40
5	72.00	144.00	156.50	312.50	937.50	1,875.00	3,750.00	10.50
6	86.40	172.80	187.80	375.00	1,125.00	2,250.00	4,500.00	12.60
7	100.80	201.60	219.10	437.50	1,312.50	2,625.00	5,250.00	14.70
8	115.20	230.40	250.40	500.00	1,500.00	3,000.00	6,000.00	16.80
9	129.60	259.20	281.70	562.50	1,687.50	3,375.00	6,750.00	18.90
10	144.00	288.00	313.00	625.00	1,875.00	3,750.00	7,500.00	21.00
Over 10	Multiply amount of one withholding allowance by number of allowances claimed							

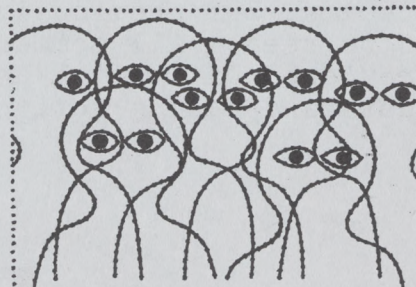
TABLE 2. BIWEEKLY Payroll Period

(a) SINGLE person--including head of household:

If the amount of wages is:	The amount of income tax to be withheld shall be:	of excess over--
Not over \$65	0	
Over—	But not over—	
\$65	—\$152	16% —\$65
\$152	—\$287	\$13.92 plus 18% —\$152
\$287	—\$363	\$38.22 plus 22% —\$287
\$363	—\$440	\$54.94 plus 24% —\$363
\$440	—\$594	\$73.42 plus 28% —\$440
\$594	—\$710	\$116.54 plus 32% —\$594
\$710		\$153.66 plus 36% —\$710

(b) MARRIED person--

If the amount of wages is:	The amount of income tax to be withheld shall be:	of excess over--
Not over \$121	0	
Over—	But not over—	
\$121	—\$210	15% —\$121
\$210	—\$445	\$13.35 plus 18% —\$210
\$445	—\$556	\$55.65 plus 22% —\$445
\$556	—\$710	\$80.07 plus 25% —\$556
\$710	—\$863	\$118.57 plus 28% —\$710
\$863	—\$1,017	\$161.41 plus 32% —\$863
\$1,017		\$210.69 plus 36% —\$1,017



June 15, 1977

= 7 -

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

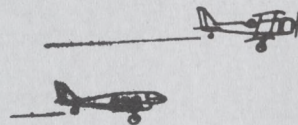
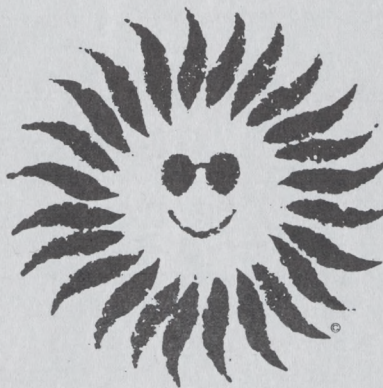
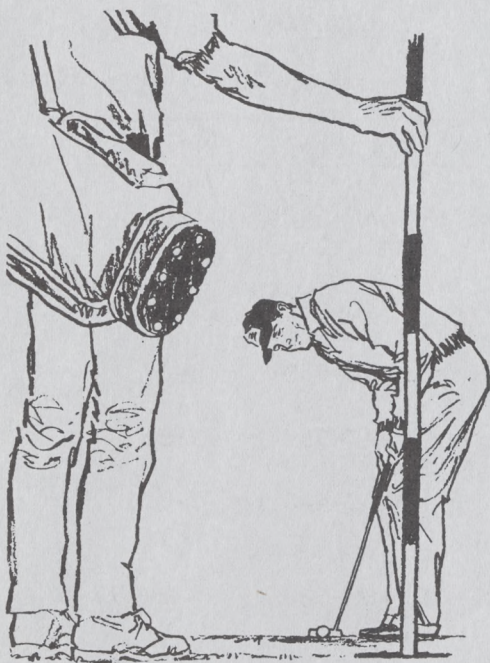
- Gaslight Dinner Theater - "See How They Run" - \$8.85 ea.
Tuesday, Wednesday, Thursday, and Sunday nights.
- Lincoln Plaza Playhouse - \$1.00 discount Tuesday and Sunday.
Make your own reservations telling them you are with FAA.
Pay for tickets at the door.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50, Child \$5.50
- Duplicating machine - 10¢ per copy
- FAA business cards - 250 for \$6.50, 1000 for \$9.00

Upcoming tours:

- July 1-4 - Las Vegas, Nevada - 4 days, 3 nights
- July 17-24 - Acapulco, Mexico - 8 days, 7 nights
- Aug. 20-27 - Bahamas - 8 days, 7 nights
- Sept. 2-5 - Las Vegas, Nevada - 4 days, 3 nights

Bus Trip to Six Flags - July 16, 1977 - \$19.75 ea. Price includes bus fare, admission to Six Flags, and barbeque dinner. Deadline for making reservations is June 24, 1977.

JUNE GOLF TOURNAMENT . . . June 15 is the last day to sign up for the June 25 golf tournament. FAA Golf Club members can draw their tee times in the EA Office. The tournament will be held at the Midwest City Regional Golf Course.



June 15, 1977

- 8 -

PROMOTION PLAN ANNOUNCEMENTS

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.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: June 22, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
77-171	Personnel Clerk (Typing), GS-203-3	AAC-14	300
	<u>PROCUREMENT DIVISION</u>		
77-172	Contract Specialist, GS-1102-9	AAC-74	1102
77-173	Procurement Clerk (Typing), GS-1106-4	AAC-72	1106

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

Closing Date: June 29, 1977

Area of Consideration: FSNFO Headquarters and OKC FIFO

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-48	Secretary (Stenography), GS-318-6	FSNFO	318

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ACPP NO.</u>
Rulon E. Pearce	ATC Spec. (Center-Instr.)	AAC-931	76-333
James R. Harvey	Electronics Engr. (Instr.)	AAC-942	76-348
Henry O. Harris	Electrical Engineering Technician (Instr.)	AAC-940	76-360
Raymond W. Skinner	Airspace System Inspection Pilot (Instr.)	AAC-950	77-1
Harry B. Grindstaff	Supervisory Electronics Engr. (Instr.)	AAC-940	77-11
Rodney F. Kirkpatrick	Supervisory Aviation Safety Inspector (Operations-Instr.)	AAC-953	77-56
Jack R. Delong	Electronics Technician	AAC-440	77-101
Albert L. Linam	" "	" "	" "
George H. Rollow	" "	" "	" "
Samuel H. Anderson	Aviation Safety Inspector (Airworthiness)	AFS-580	FSNFO-77-4



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Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-25 June 22, 1977

FAA/PATCO NEGOTIATE

FAA and Professional Air Traffic Controller Organization (PATCO) negotiating teams began discussing substantive issues last week at meetings in Washington as the second round of negotiations for a new contract began. PATCO, which was certified as the exclusive representative for FAA's air traffic controllers on Oct. 20, 1972, covers approximately 17,800 active controllers at about 450 towers and en route centers. It was originally formed in January 1968.

CONTROLLERS REPORT FOR SAFETY

Air traffic controllers are now contributing more than half of the safety reports received by the Aviation Safety Reporting System. According to the just-published third quarter report (Oct. 15, 1976, to Jan. 14, 1977), the number of safety reports received from controllers, pilots and others continues to average about 100 a week, totaling 1,429 for the three-month period. Of these, 54 percent were from controllers and 42 percent originated with pilots and aircrews. During the second quarter (July 15 to Oct. 14, 1976), 48 percent of the total reports were from controllers, and during the first quarter (See page 2)

TOP FLIGHT INSTRUCTOR AND MECHANIC CITED

With the help of FAA advisors, two midwesterners have been selected to receive the 1977 Flight Instructor of the Year and Mechanic of the Year awards by a group of general aviation associations. Winning the separate competitions were Richard C. Wartinger of Miamisburg, Ohio, who was picked as Mechanic of the Year, and E.A. Englehardt of Lake Bluff, Ill., as Flight Instructor of the Year. Both recipients were selected for their general all-around excellence in their particular fields. Besides receiving cash awards, both will be presented special plaques from the agency. Wartinger, who has a 30-year career in aviation, developed a system for fuel control when the Environmental Protection Agency issued an order that no fuel dumping would be permitted for engine shutdown on turbine powered aircraft. The system he developed can be installed for only ten percent of the cost of the one previously available. Englehardt flew more than 250 hours with students last year and recommended five individuals for instrument ratings and one for a private license. His safety programs and training aids, according to the judges, showed both ingenuity and an ability to transmit knowledge.

SAFETY (From page 1)

controllers provided only 34 percent of the safety-oriented reports. The NASA-administered reporting system is part of the overall FAA Aviation Safety Reporting Program which is conceived as an early warning safety system, designed to root out those "accidents just waiting to happen." The system is unique because it protects the identity of persons who make the reports or are involved in the reported incident.

INSTANT REPLAY

If you missed the FAA World article on weird aircraft that have been submitted to the agency over the years for certification-- "If God Had Wanted Man To Fly..."-- you can catch up with it in the June Issue of Airline Pilot. The recent World article on Howard Hughes also will run in a future issue of the Pilot and the one on the FAA controller who is also mayor of Plains, Ga., will run in Naval Aviation News.

PER DIEM EXPLAINED

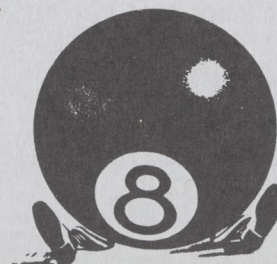
Travel regulations and decisions of the Comptroller General provide that per diem cannot be paid to employees while at their official duty station. Employees who are selected for positions at locations where they are currently performing temporary duty are considered to be at their official duty station once they are given oral or written notice of their selection to that duty station. After receiving this notice, they may be reimbursed only for actual relocation expenses. Although the initial notice to an employee may be oral, necessary action should be taken promptly to issue formal change-of-station orders. This will avoid misunderstandings and facilitate reimbursement for relocation expenses.

AVIATION MEETINGS SET

The Air Traffic Control Association's 22nd Annual Meeting and Technical Program will be held October 10-13 in Las Vegas. Scheduled are two and one-half days of technical sessions examining "Tomorrow's NAS Concepts and Requirements in Light of the Realities of Today." Presentations and discussions will be focused on critical problems of today; possible approaches to those problems; future challenges; international approaches and the controller and his environment. The ATCA meeting is expected to draw together people from all segments of the aviation community... "Safety in the Terminal Environment" is the theme of the Flight Safety Foundation's 30th Annual International Air Safety Seminar which is scheduled to be held in Ottawa, Canada, September 19 through 22. The seminar will focus directly on available as well as anticipated solutions to problems relating to terminal area flight operations, aircraft and aircraft systems, approach facilities, airports, security measures, ground safety, crash/fire rescue and survival factors.

WHO'S IN CHARGE?

Among the questions from newsmen that stimulated some head scratching at the Office of Public Affairs last week was the following, "Who has the authority to order airlines to shut their engines off after takeoff in order to conserve fuel?" One suggested answer--"Only one who is prepared to hear the pilot tell him very bluntly what he can do with his order."



'HEARING' DOGS WELCOME

The first leg of a routine business trip on a commercial airliner posed no problem for the deaf woman and her friend. But, when the two started to enter the airport terminal for the return trip, they were denied access because the woman's companion happened to be a "hearing" guide dog. Fortunately for others who might find themselves in the same predicament, the woman did not dismiss the incident as just another one of life's hassles. Instead she wrote to her congressional representative who brought the complaint to the attention of DOT Secretary Adams. That got action because the Secretary passed the complaint on to the FAA. With the cooperation of the Airport Operators Council International, the agency asked all airports serving commercial air carriers to amend their regulations to allow such dogs in terminal buildings. In the course of the investigation, FAAers from the Office of Airports Programs found that most airport regulations had stipulated that canine visitors to their facilities must be "seeing eye" dogs accompanied by visually handicapped persons or pets in cages or crates. Guide dogs for the hard-of-hearing were not included because, in most cases, airport operators didn't know about them. But, in fact, specially trained "hearing" dogs are being used more and more to alert the deaf to sounds of daily living, such as alarms, buzzers and inadvertently dropped objects.

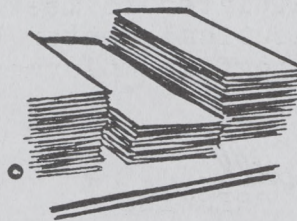
HAZARD RULE REVISED

The public will get a chance to tell FAA what they think of one of its rules as a result of an Advanced Notice of Proposed Rulemaking (ANPRM) published last week

in the Federal Register. The agency is asking for help in revising and clarifying Part 77 of the FARs which deals with the construction or alteration of objects such as buildings, towers and antennas which may pose a hazard to aircraft. The rule requires construction sponsors to notify the FAA Administrator, through the regional offices, when their constructions or alterations are higher, for example, than 200 ft. or within a specified distance from an airport. If you have any comments, get them to FAA Headquarters, Office of Chief Counsel, Attn: Rules Docket, AGC-24, by Sept. 12

MORE RULES REVIEWED

The agency will hold a regulatory review conference later this year on aircraft engines and has asked the public for proposed agenda items. Tentatively scheduled for December, the meeting is one in a series of regulatory conferences being conducted by the FAA to review and update the Federal Aviation Regulations (FARs). The conference agenda will be based on appropriate proposals submitted by the aviation industry, the public and Government agencies. The principal regulations involved are Parts 23, 25, 27, 29 and 33 of the FARs, which cover airworthiness standards and powerplant installation requirements. Proposals should be submitted to AFS-910, FAA, Washington, D.C. 20591.



PROFILE DESCENT CHARTS SIMPLIFIED

As of June 16, 1977, pilots flying profile descents into Atlanta's Hartsfield and Denver's Stapleton airports have had larger, simpler and thus easier-to-read charts to help them do the job. Depicting only headings, routes, airspeeds and altitudes, the new U.S. Government charts will replace smaller versions which contain some information pilots don't need for profile descent. In addition, pilots will have all profile descent routes and related information on one chart rather than on four separate plates as they now have. The agency is planning the new charts as models for use at other airports where profile descent will be introduced. Profile descent has been in use at Atlanta and Denver since Feb. 21, and is scheduled for 14 other airports by the end of the year. It enables pilots of high-performance jets to make uninterrupted descents at idle or near-idle thrust from cruise level all the way down to the approach gate. And, true to its advance billing, it has saved fuel and reduced noise in the vicinity of airports. At an ATA meeting last month, to cite just one example, a Braniff representative conservatively estimated that his company was saving about 100 gallons of fuel per flight using profile descent at Denver. Taking into consideration all profile descents at Denver, that could add up to more than \$3 million savings in fuel a year.

ORDER CANCELLED

The Office of Airports Programs is cancelling the obsolete agency Order 5320.2, Maximum Runway Length and Pavement Strength for Federal-Aid Airport Program Participation, dated 7/18/66. The cancellation will appear in the next directives checklist.

TIME TO THINK ABOUT LEAVE

The time for summer vacations is upon us, and that means it is time to see about scheduling that annual leave. Leave is a valuable benefit of our jobs, but it can be lost as the Office of Personnel and Training reminds us: accumulated annual leave in excess of the maximum permissible carry-over amount (generally 240 hours) is automatically forfeited at the end of the leave year if an employee does not use the leave. Civil Service Commission regulations state that annual leave forfeited because of exigencies of the public business or sickness may be restored if the leave is approved in writing before November 19 (the beginning of the third biweekly pay period prior to the end of the year). Except in a bona fide emergency, the decision that the exigency is of such importance as to preclude the use of leave must be made before annual leave is cancelled (See Paragraph 15d, FAA Handbook 3600.4). Employees should request annual leave before November 19 and management should encourage such employee requests. If an employee does not request annual leave, management should schedule and approve annual leave for the employee. If an employee chooses not to request or to use annual leave, that leave will be forfeited.

NO 1,000-FOOT MARKERS

The agency has withdrawn an Advance Notice of Proposed Rulemaking issued in May 1975 to explore the feasibility of requiring "distance-to-go" markers every 1,000 feet on jet runways as an aid to pilots during takeoff and landing. The agency noted that monitoring the markers would divert the flight crew from cockpit duties and could lead to an error during a critical phase of takeoff.

June 22, 1977

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EQUIPMENT DISPLAY . . . On Friday, June 24, 1977, LANIER Business Products will have a continuous showing and demonstration of their dictation equipment, including central systems, desk top machines, and pocket size portable recorders, in Room 206C of the Aviation Records Building, from 8:00 a.m. until 4:00 p.m. All interested personnel are invited to attend.

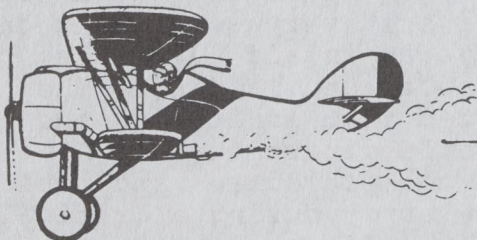
FROM YOUR EMPLOYEES ASSOCIATION . . . The following tickets and services are available from the EA Office:

- Gaslight Dinner Theater - "See How They Run" - On until June 28. Price \$8.85 ea.
- Lincoln Plaza Playhouse - \$1.00 discount Tuesday and Sunday. Make your own reservations telling them you are with FAA. Pay for tickets at the door.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50, Child \$5.50 ea.
- Oklahoma City Dolls Football (Girls' Team) vs. Dallas - June 25. Adult \$3.00, Child \$1.00 ea.
- Duplicating machine - 10¢ per copy
- FAA business cards - 250 for \$6.50, 1000 for \$9.00.

Upcoming tours:

- July 17-24 - Acapulco, Mexico - 8 days, 7 nights
- Aug. 20-27 - Bahamas - 8 days, 7 nights
- Sept. 2-5 - Las Vegas, Nevada - 4 days, 3 nights

Bus trip to Six Flags - July 16, 1977 - \$19.75 each. Price includes bus fare, admission to Six Flags, and barbeque dinner. Deadline for making reservations is June 30, 1977.



June 22, 1977

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PROMOTION PLAN ANNOUNCEMENTS

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.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: June 29, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
77-153	Position Classification Specialist, GS-221-12	AAC-15	200
77-178	Computer Specialist, GS-334-12	AAC-305	334
	<u>FAA DEPOT</u>		
77-179	Quality Assurance Specialist, GS-1910-11	AAC-451	1910
	<u>FAA ACADEMY</u>		
77-180	Clerk-Typist, GS-322-3	AAC-940	322
	This position has promotion potential to GS-4 without further competition.		
77-181	Education Specialist, GS-1710-12	AAC-914	1710
*77-154	***Aviation Safety Inspector (Operations-Instruction), GS-1825-12/13	AAC-953	1825
	A minimum of 1 year 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. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.		

June 22, 1977

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS (continued)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY</u>		
*77-155	***Electronics Technician (Instruction), GS-856-11/12 or ***Electronics Engineer (Instruction), GS-855-11/12	AAC-940	856 or 800

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

77-156	*Air Traffic Control Specialist (Instruction), GS-2152-13	AAC-934	2152
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A minimum of 1 year FAA experience within the last 6 years as an ATCS at an AT facility, regional AT Division, Washington Office of AT Service or in an AT position with the FAA Systems Research and Development Service is required.

*Closing Date: July 6, 1977

**Closing Date: July 11, 1977

***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.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

*FSNFO-77-50	Aeronautical Information Specialist, GS-1361-13	LAX FIFO	1361
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Area of Consideration: FSNFO-wide

*FSNFO-77-51	Secretary (Stenography), GS-318-6	SEA FIFO	318
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Area of Consideration: Seattle Commuting Area

*Closing Date: July 6, 1977

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
Pamela R. Lucas	Secretary (Stenography)	AFS-580	FSNFO-77-37
Dorothy M. Gatliff	Clerk	AFS-550	" 77-39
Robert F. Lower	Transportation Security Specialist	TES-15	TSI-77-3
Ruth N. Cochran	Cold Type Composing Machine Operator	AAC-940	AAC-77-111
Patricia A. Jones	Cold Type Composing Machine Operator	"	"
Rita Haley	Accounting Clerk (Data Trans.)	AAC-21	AAC-77-119



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-26 June 29, 1977

NOISE CONTROL TESTED

Airports in California, Utah, New York and Oklahoma have been selected by the agency to participate in a demonstration program designed to help airport operators develop noise control and compatible land use plans. The four participants are San Francisco International Airport, Salt Lake City International Airport, Rochester-Monroe County (N.Y.) Airport and Oklahoma City's Wiley Post Airport. Under the prototype program, FAA will provide funds to each airport operator to examine the noise impact of aircraft operations at the facility and to determine the costs and benefits of various noise reduction techniques. The airport operators will be encouraged to involve airport users and community residents in all phases of the studies. Funds for the projects will be made available under the Planning Grant Program for Fiscal Year 1977. Applications for funds from the airport operators are expected in the near future. Additional airport locations are being considered for inclusion in the program in FY 1978. Establishment of the demonstration program was a major provision in the DOT/FAA Aviation Noise Abatement Policy of November 1976.

NEW RADAR WILL SEE GROUND TRAFFIC BETTER

A contract for development of an improved all-weather airport surface detection radar to enhance surveillance of ground traffic at airports was awarded by the agency recently. Under the \$1.5 million contract, General Signal Corporation's Cardion Electronics Division of Woodbury, N.Y., will provide an engineering model of an Airport Surface Detection Equipment designated ASDE-3. It will be installed at NAFEC in October 1978 for test and evaluation. The new equipment will be designed to overcome or minimize the deficiencies of the older ASDE-2. It will penetrate rainfall better and present a clearer, sharper picture on the radar scope under all light conditions.

SUBWAY TO AIRPORT OPENS

For travelers coming in from the field or Headquarters people headed for Washington National, there will be a new way to go to and from the airport when the Blue Line of the Washington subway opens on July 1. The METRO will provide fast, convenient transportation from the airport to a station just across the street from Headquarters or in the courtyard at the Transportation building.

June 29, 1977

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SHOULDER HARNESES ORDERED

The agency has ordered the installation of shoulder harnesses for the front seats of all small airplanes manufactured after July 18, 1978, to reduce the potential for injury and death in survivable accidents. In addition, crew members occupying seats with required shoulder harnesses must have them fastened during takeoff and landing. Other seats in the airplane must be equipped with lap belts and the surrounding cabin area within striking distance of the head and torso must be free of potentially injurious objects, sharp edges, protuberances and hard surfaces. Present regulations require that each seat be equipped with a lap belt and either shoulder harnesses or other means of reducing head injuries. Affected by the rule change are all civil airplanes weighing 12,500 pounds or less, including those certificated in the restricted category. The new requirement is not retroactive to previously manufactured small planes. The FAA action was prompted by a recommendation from the National Transportation Safety Board and a petition for rule-making submitted by Ralph Nader.

NEW PUBLIC AFFAIRS DIRECTOR

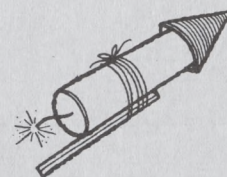
A former television newsman and veteran pilot, Peter Raymond Clapper, has been appointed Assistant Administrator for Public Affairs. Clapper was with CBS, ABC and Westinghouse Broadcasting, and he was a senior Public Information Officer at the Environmental Protection Agency for four years prior to his FAA appointment. While at EPA, he was detailed on two occasions to important outside assignments, serving as Director of Public Affairs for the

President's Commission on CIA Activities Within the U.S. in 1975 and as a project supervisor for the Department of State in 1976. His government experience also includes five years, 1967 to 1972, with the Agency for International Development where he served as deputy chief and then chief of the Public Liaison Division. A Marine veteran and holder of the Purple Heart medal, he has flown for 30 years and holds a commercial license and instrument rating.



FAA WORLD DISTRIBUTION CHANGE

Beginning with the September issue, the FAA WORLD will no longer be mailed to the home. Home mailing will continue through August, then future issues will be distributed through the internal distribution system on an all employee basis. Retirees and other recipients are to be dropped from the distribution lists; however, a committee is reviewing this area for possible restoration of these mailings.



LINDBERGH TOUR

Members of the Experimental Aircraft Association are reenacting Lindbergh's promotional tour through the country in a replica of the "Spirit of St. Louis." Tour schedule is listed on page 8.



SURVEY OF EDUCATIONAL INTEREST . . . A total of 66 employees responded to the recent survey of interest in educational programs at the Oklahoma City University. Interests shown by respondents were in nine different academic disciplines; 43 wanted undergraduate courses and 23 wanted graduate-level work. Due to the diverse educational needs of those responding, there is an insufficient number desiring similar courses to warrant any further effort to provide special scheduling for Aeronautical Center employees. Participants are encouraged to continue their pursuit of academic interests.

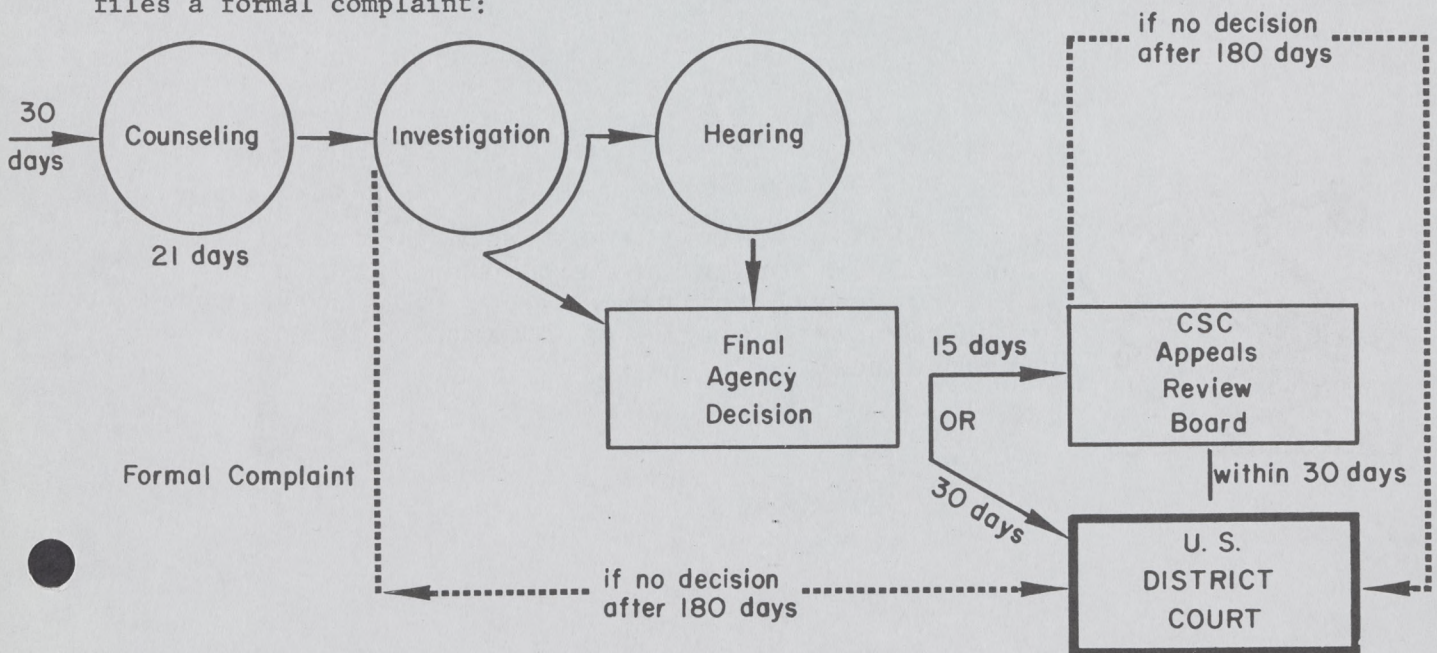
LAMSON TUBE CARRIERS . . . Some employees using the Lamson tube carriers have been changing the station identification mark. If there is an insufficient number of carriers assigned to your station, call Ext. 2687 and ask for additional carriers. Also, it would be helpful if carriers were returned to their home stations after message has been received.



CORNER

PROCESSING COMPLAINTS OF DISCRIMINATION...Aggrieved employees or applicants for employment who believe they have been discriminated against because of race, color, religion, sex, national origin or age (40-65), must consult with an EEO Counselor within 30 days of the matter giving rise to the complaint. Counseling is the first and most crucial stage in the discrimination complaint process.

After initial contact with an EEO Counselor, attempts are made to informally resolve the matter within 21 days or less. The chart depicted below shows the procedures and timeframes if informal resolution cannot be effected and the aggrieved person files a formal complaint:



June 29, 1977

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

- Gaslight Dinner Theater - "Absurd Person Singular" - June 29 through August 7. Price is \$8.85 ea.
- Lincoln Plaza Playhouse - \$1.00 discount on Tuesdays and Sundays through July 3.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50 ea., Child \$5.50 ea.

Tours:

- July 17-24 - Acapulco, Mexico - 8 days, 7 nights
Hyatt Regency Hotel
- Aug. 20-27 - Bahamas - 8 days, 7 nights
Grand Bahama Hotel and Country Club
- Sept. 2-5 - Las Vegas, Nevada - 4 days, 3 nights
Marina Hotel



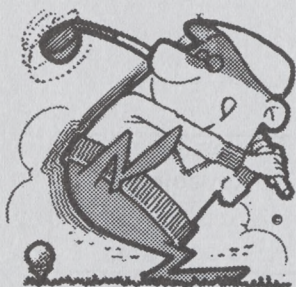
Bus trip to Six Flags:

July 16, 1977

Price of \$19.75 includes bus trip, Six Flags admission and barbeque dinner.

Deadline on reservations for the trip in June 30, 1977.

THE EMPLOYEES ASSOCIATION BOOKSTORE WILL BE CLOSED FOR INVENTORY JULY 1, 1977, THROUGH JULY 7, 1977, AND WILL REOPEN FOR BUSINESS FRIDAY, JULY 8, 1977.



The next FAA golf tournament will be held at Westwood in Norman on July 16. Signup dates will be July 5 through July 8. Signup sheets will be posted on the EA Bookstore door on these dates.

PROMOTION PLAN ANNOUNCEMENTS

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.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: July 6, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-183	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u> Altitude Chamber Specialist, GS-301-9	AAC-101	301-7
77-184	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Electronics Engineer, GS-855-13 Specialization is in radar.	AAC-1020	800

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO)
PROMOTION PLAN ANNOUNCEMENT

Closing Date: July 13, 1977

Area of Consideration: FSNFO-wide

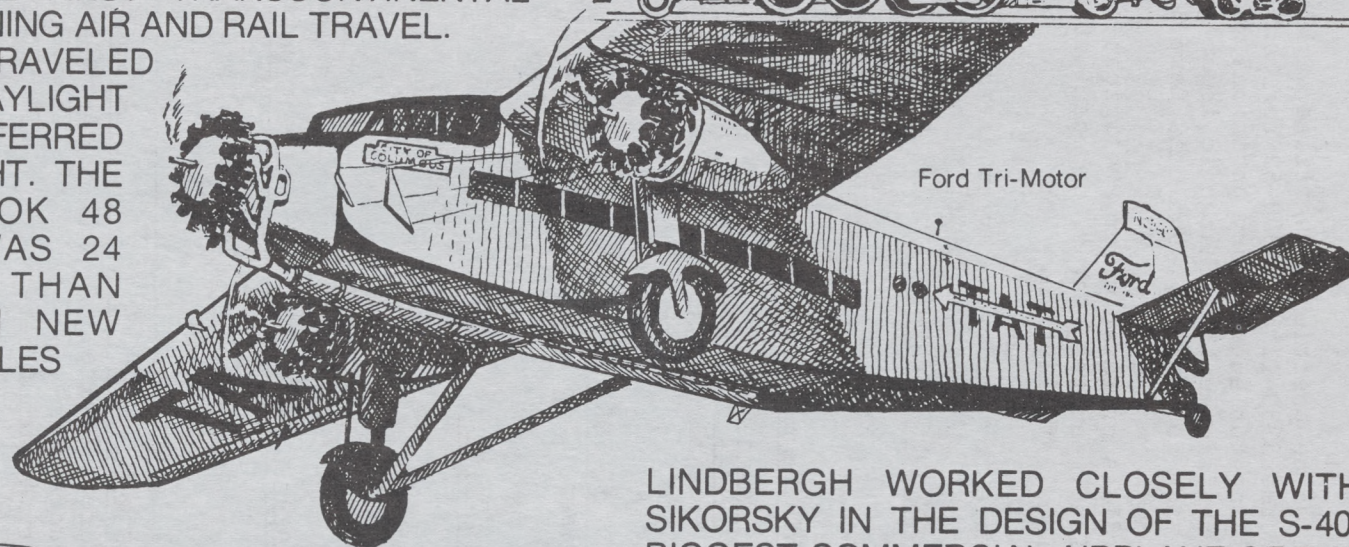
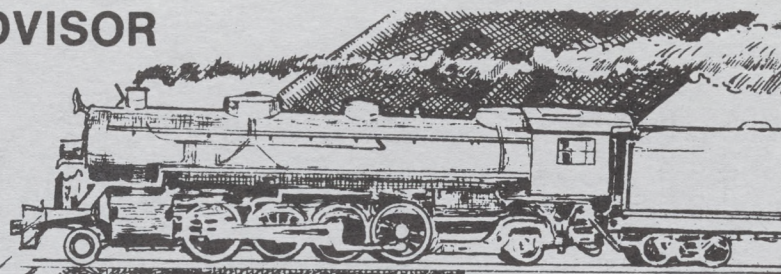
<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-53	Aircraft Mechanic Foreman, WS-8852-10	ATL FIFO	JE-8852

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
Mary N. Hill	General Career Trainee	AAC-200	UM-77-6
Joann Elliott	Clerk-Stenographer	TES-15	TSI-77-4
Ernest Ouellette	Supervisory Aviation Safety Inspector (Airworthiness)	AFS-580	FSNFO-77-10
Charles W. Powell	ATC Specialist (Center-Instr.)	AAC-931	AAC-76-333
Clyde A. Hansen	" " " "	"	"
Larry V. Roose	Electrical Engineering Technician (Instr.)	AAC-940	AAC-76-360
Thomas C. Bonacki	ATC Specialist (Terminal- Instr.)	AAC-932	AAC-77-48
Joseph W. Reddin, Jr.	Electronics Tech. (Instr.)	AAC-950	AAC-77-73
Mabel E. Vance	Acctg. Clerk (Data Transcribing)	AAC-21	AAC-77-119

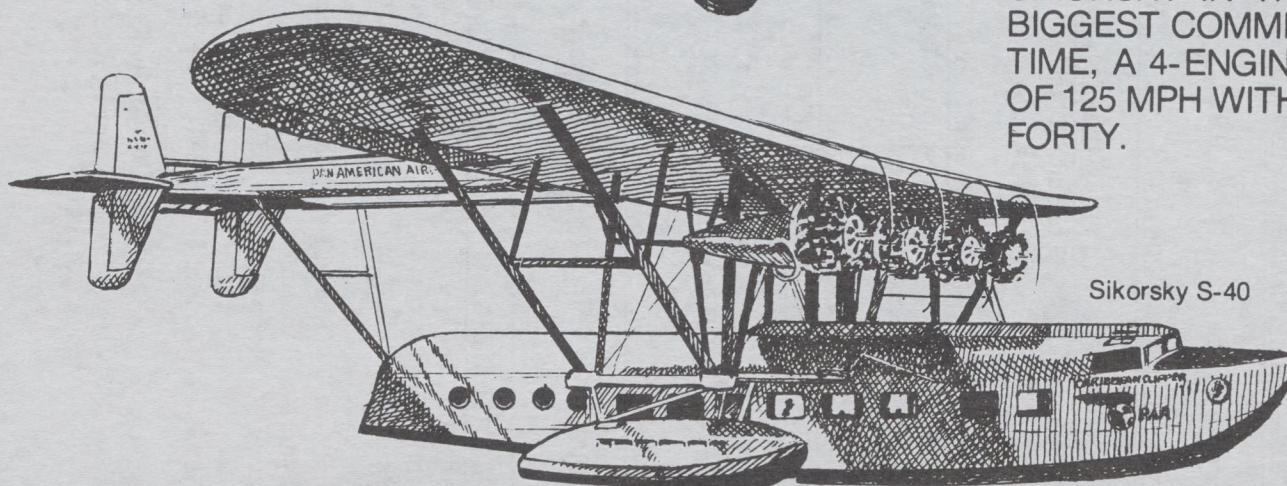
AVIATION ADVISOR

FOLLOWING HIS GOODWILL TOURS, COLONEL LINDBERGH SERVED AS A TECHNICAL ADVISOR TO TWO AIRLINES—TRANSCONTINENTAL AIR TRANSPORT (TAT) AND PAN AMERICAN.

TAT PROVIDED THE FIRST TRANSCONTINENTAL SERVICE BY COMBINING AIR AND RAIL TRAVEL. THE PASSENGERS TRAVELED BY AIR DURING DAYLIGHT HOURS AND TRANSFERRED TO TRAINS AT NIGHT. THE ENTIRE TRIP TOOK 48 HOURS WHICH WAS 24 HOURS FASTER THAN TRAVELING FROM NEW YORK TO LOS ANGELES BY TRAIN ALONE.



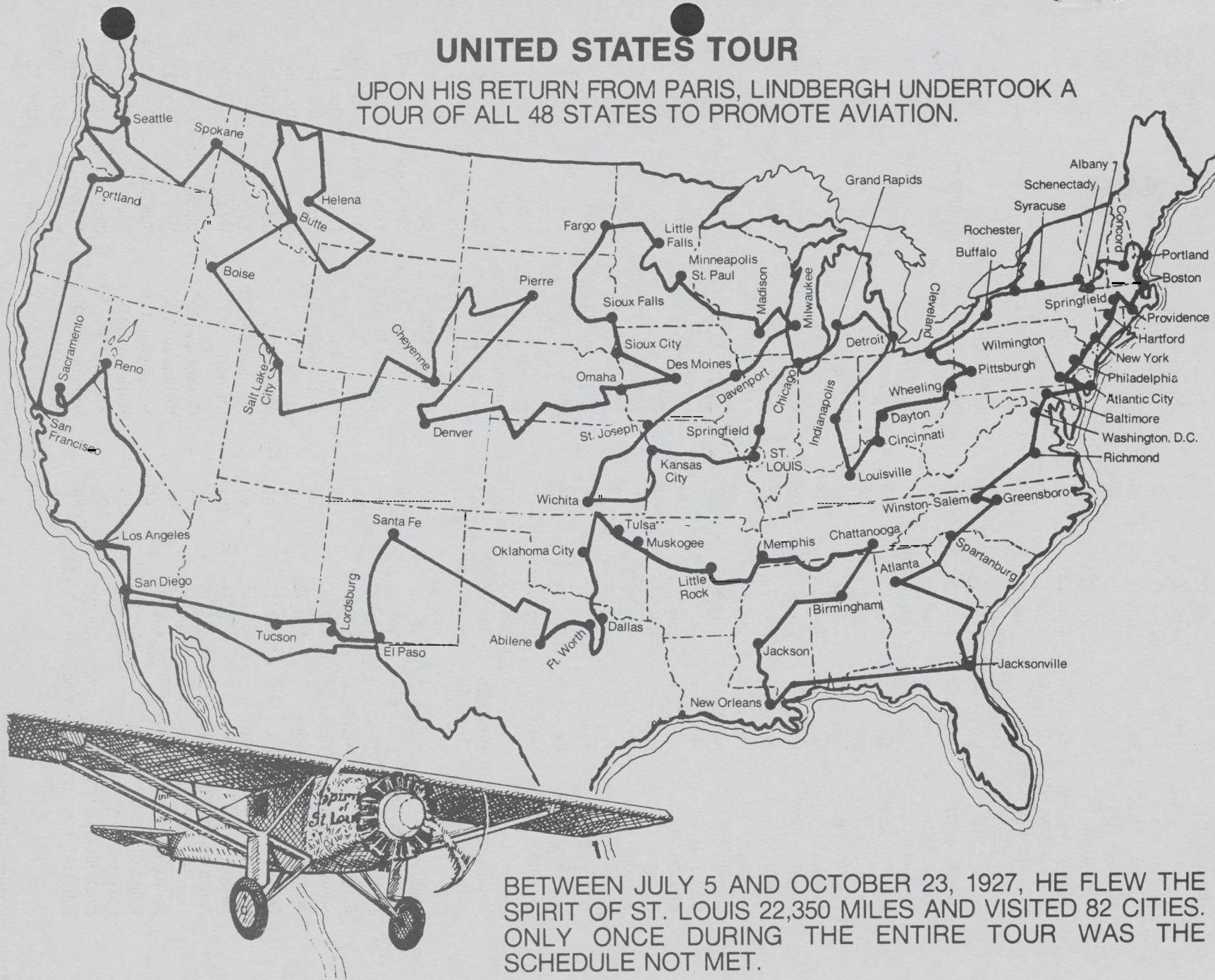
LINDBERGH WORKED CLOSELY WITH SIKORSKY IN THE DESIGN OF THE S-40, BIGGEST COMMERCIAL AIRPLANE OF THE TIME, A 4-ENGINE MONOPLANE CAPABLE OF 125 MPH WITH PASSENGER SPACE FOR FORTY.



FLYING FOR PAN AMERICAN, COLONEL LINDBERGH PIONEERED THE AIR ROUTES FROM MIAMI TO CENTRAL AND SOUTH AMERICA.

UNITED STATES TOUR

UPON HIS RETURN FROM PARIS, LINDBERGH UNDERTOOK A TOUR OF ALL 48 STATES TO PROMOTE AVIATION.



BETWEEN JULY 5 AND OCTOBER 23, 1927, HE FLEW THE SPIRIT OF ST. LOUIS 22,350 MILES AND VISITED 82 CITIES. ONLY ONCE DURING THE ENTIRE TOUR WAS THE SCHEDULE NOT MET.

"SPIRIT OF ST. LOUIS" NATIONAL TOUR 1977

Stop No.	City/State	Day	Date	Stop No.	City/State	Day	Date
Takeoff	Long Island, NY	Wed.	June 15	51	Boise ID	Thurs.	Aug. 25
1	Hartford, CT	Wed.	June 15	52	Missoula, MT	Fri.	Aug. 26
2	Providence, RI	Thurs.	June 16	53	Spokane, WA	Sat.	Aug. 27
3	Boston, MA	Fri.-Sat.	June 17-18	54	Seattle, WA	Sun.-Mon.	Aug. 28-29
4	Portland, ME	Sun.	June 19	55	Portland, OR	Tues.-Wed.	Aug. 30-31
5	Concord, NH	Mon.	June 20	56	Medford, OR	Thurs.	Sept. 1
6	Springfield, VT	Tues.	June 21	57	Redding, CA	Fri.	Sept. 2
7	Albany, NY	Wed.	June 22	58	San Francisco, CA	Sat.-Sun.	Sept. 3-4
8	Schenectady, NY	Thurs.	June 23	59	Oakland, CA	Mon.	Sept. 5
9	Syracuse, NY	Thurs.	June 23	60	Sacramento, CA	Tues.	Sept. 6
10	Rochester, NY	Fri.	June 24	61	Reno, NV	Wed.	Sept. 7
11	Buffalo, NY	Sat.	June 25	62	Las Vegas, NV	Thurs.-Fri.	Sept. 8-9
12	Cleveland, OH	Sun.-Mon.	June 26-27	63	Los Angeles, CA	Sat.-Mon.	Sept. 10-12
13	Akron, OH	Tues.	June 28	64	San Diego, CA	Tues-Wed.	Sept. 13-14
14	Pittsburgh, PA	Wed.-Thurs.	June 29-30	65	Phoenix, AZ	Thurs.	Sept. 15
15	Wheeling, WV	Fri.	July 1	66	Tucson, AZ	Fri.	Sept. 16
16	Columbus, OH	Sat.	July 2	67	El Paso, TX	Sat.	Sept. 17
17	Dayton, OH	Sun.	July 3	68	Albuquerque, NM	Sun.	Sept. 18
18	Cincinnati, OH	Mon.-Tues.	July 4-5	69	Lubbock, TX	Mon.	Sept. 19
19	Louisville, KY	Wed.	July 6	70	Abilene, TX	Tues.	Sept. 20
20	Indianapolis, IN	Thurs.	July 7	71	San Angelo, TX	Wed.	Sept. 21
21	Ft. Wayne, IN	Fri.	July 8	72	San Antonio, TX	Thurs.-Fri.	Sept. 22-23
22	Detroit, MI	Sat.-Sun.	July 9-10	73	Houston, TX	Sat.	Sept. 24
23	Grand Rapids, MI	Mon.-Tues.	July 11-12	74	Ft. Worth, TX	Sun.	Sept. 25
24	Chicago, IL	Wed.-Thurs.	July 13-14	75	Dallas, TX	Mon.-Tues.	Sept. 26-27
25	Springfield, IL	Fri.	July 15	76	Oklahoma City, OK	Wed.	Sept. 28
26	St. Louis, MO	Sat.-Sun.	July 16-17	77	Tulsa, OK	Thurs.-Sat.	Sept. 29-Oct. 1
27	Kansas City, MO	Tues.-Wed.	July 19-20	78	Muskogee, OK	Sun.	Oct. 2
28	Wichita, KS	Thurs.	July 21	79	Little Rock, AR	Sun.	Oct. 2
29	St. Joseph, MO	Fri.	July 22	80	Memphis, TN	Mon.	Oct. 3
30	Ottumwa, IA	Sat.	July 23	81	Nashville, TN	Tues.	Oct. 4
31	Moline, IL	Sun.	July 24	82	Tullahoma, TN	Wed.	Oct. 5
32	Burlington, WI	Mon.-Wed.	July 25-27	83	Chattanooga, TN	Thurs.	Oct. 6
33	Milwaukee, WI	Thurs.-Fri.	July 28-29	84	Birmingham, AL	Fri.	Oct. 7
34	Oshkosh, WI	Sat.	July 30	85	Jackson, MS	Sat.	Oct. 8
35	Madison, WI	Sat.	Aug. 6	86	New Orleans, LA	Sun.-Mon.	Oct. 9-10
36	Minneapolis, MN	Sun.-Mon.	Aug. 7-8	87	Thomasville, GA	Tues.	Oct. 11
37	Little Falls, MN	Tues.	Aug. 9	88	Tampa, FL	Wed.-Thurs.	Oct. 12-13
38	Fargo, ND	Wed.	Aug. 10	89	Miami, FL	Fri.	Oct. 14
39	Sioux Falls, SD	Thurs.	Aug. 11	90	Jacksonville, FL	Sat.	Oct. 15
40	Sioux City, IA	Fri.	Aug. 12	91	Macon, GA	Sun.	Oct. 16
41	Des Moines, IA	Fri.	Aug. 12	92	Atlanta, GA	Sun.-Mon.	Oct. 16-17
42	Omaha, NB	Sat.	Aug. 13	93	Spartanburg, SC	Tues.	Oct. 18
43	Lincoln, NB	Sun.	Aug. 14	94	Charlotte, NC	Wed.	Oct. 19
44	North Platte, NB	Mon.	Aug. 15	95	Greensboro, NC	Thurs.-Fri.	Oct. 20-21
45	Denver, CO	Tues.-Wed.	Aug. 16-17	96	Richmond, VA	Sat.	Oct. 22
46	Scottsbluff, NB	Thurs.	Aug. 18	97	Washington, D.C.	Sun.-Mon.	Oct. 23-24
47	Rapid City, SD	Fri.-Sat.	Aug. 19-20	98	Baltimore, MD	Tues.	Oct. 25
48	Cheyenne, WY	Sun.	Aug. 21	99	Atlantic City, NJ	Wed.	Oct. 26
49	Rock Springs, WY	Mon.	Aug. 22	100	Wilmington, DE	Thurs.	Oct. 27
50	Salt Lake City, UT	Tues.-Wed.	Aug. 23-24	101	Philadelphia, PA	Fri.-Sat.	Oct. 28-29
				102	Long Island, NY	Sun.	Oct. 30

(Tour schedule subject to change)