



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-27

July 6, 1977

LAST LOW-FREQUENCY RANGE IS SHUT DOWN

The last of the agency's low-frequency ranges went off the air last month when the switch was pulled on the one at San Francisco. Since 1959, the "homing" station had beamed low-frequency signals across the Pacific as far as Wake Island. Although a generation of pilots navigated by "low freq" ranges from the late 1920s until after World War II, the system now outmoded. It has been replaced by more accurate and more reliable very-high and ultra-high radio ranges and by inertial-navigation systems.

KEEP GUNS OUT OF AIRPORTS

The agency has proposed a rule which would prohibit any person from carrying a firearm, explosive or incendiary device on an airport in violation of any applicable local or state law. The same proposed rule would give police officers now stationed at airport screening points greater freedom to patrol the terminal as a general deterrent to crime. The ban on firearms and other weapons is being proposed by FAA's Civil Aviation Security Service because weapons continue to be detected at airport screening points in alarming number, despite the fact that present screening (see page 2)

34 NEW ILSs PURCHASED

An additional 34 Instrument Landing Systems (ILSs) to facilitate airport landings during poor weather have been purchased by the agency. Included in the \$1.8 million contract with Wilcox Electric of Kansas City, Mo., are 12 full Category I systems. The remaining 22 will be partial systems. A full system includes a localizer that provides pilots with precise horizontal guidance to the runway, a glide slope for vertical guidance and two marker beacons that are spaced along the approach path to show the distance to the runway. A partial system includes either a localizer or a glide slope and one marker beacon. The contract includes 10 localizer/outer markers and 12 glide slope/middle markers. The landing aids will be used to replace obsolete ILSs. Deliveries will be concluded in 1980. The full Category I ILS system meets the International Civil Aviation Organization (ICAO) and FAA standards, which permit a pilot to land with visibility of one-half mile and to descend to a "decision height" of 200 feet. At 200 feet, the pilot must be able to see the runway or runway lights in order to continue his approach for a landing.

GUNS (from page 1)

requirements have been in effect for more than four years. In the last six months of 1976, for example, 2,840 firearms—including 859 handguns—were detected at airport screening points throughout the nation. Existing FAA regulations make it a Federal offense to carry a weapon aboard an aircraft but do not prohibit persons from bringing them into the terminal. The proposed rule would make it a Federal civil offense to bring a weapon into an airport, and violators would be subject to civil penalties of up to a \$1,000 fine.

ATC INSTRUCTORS REUNION

Plans are being formulated for a reunion of former Academy Air Traffic Control Instructors to coincide with the Air Traffic Control Association's Annual Convention (Las Vegas, October 10-13, 1977). Although the emphasis is on those who worked at the FAA Academy in Oklahoma City between 1969 and 1974, all ATC alumni of that illustrious institution are invited. For further information, check with the ATCA office or Jim Loos in Headquarters.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 yrs. - PC-18/77 Technical Officer, OPS/AIR (Dangerous Goods), P-4, Gross: \$29,940 per annum and Net (Free of Tax): \$20,209 per annum without dependents and \$21,756 per annum with dependents. Applications due in AIA-19 by 8/23/77. Additional information about duties, salary, qualifications and benefits is available at the Employment Office, Room 101, Hdq. Building. Federal employees accepting ICAO assignments are entitled to restoration rights.

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

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

1. YOUR CAR

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

2. YOUR HOUSE

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

3. YOUR ELECTRICAL APPLIANCES

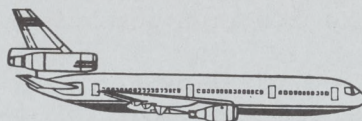
- a. Do you turn off lights in seldom used rooms?
- b. Do you turn off most of the lights when you are not at home?
- c. In selecting your major appliances, did you avoid buying extra capacity that you cannot use?
- d. Do you regularly clean your dishwasher screen?
- e. Do you try to wait until you have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

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



July 6, 1977

EXIT LIGHTS . . . We need your assistance in making sure that our lighted exit signs are functioning properly. If you notice any exit sign which is not lighted, please call Ext. 2687 and give its location.



BEA GOES TO MIAMI . . . Bea Stephens, who has operated the snack bar on the second floor of Headquarters Building since 1958, is the Oklahoma delegate to the American Council of the Blind. The ACB, which seeks, through legislation and other means, to improve the living conditions of the blind, holds its Miami convention July 7-17th.

MICKEY EDWARDS VISIT . . . Congressman Mickey Edwards, Representative of Oklahoma's 5th District, will be visiting the Aircraft Services Base today, July 6.

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

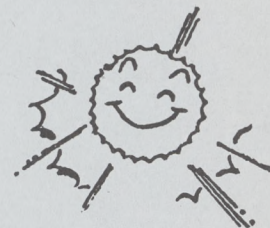
- Gaslight Dinner Theater - "Absurd Person Singular" - \$8.85 ea.
- Lincoln Plaza Playhouse - \$1.00 discount on Tuesday and Sunday
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50 ea., Child \$5.50 ea.

FAA Golf Tournament will be held at Westwood in Norman July 16. Participants may sign up through July 8 on lists posted on EA Bookstore door.

EA Bookstore, closed for inventory, will reopen Friday, July 8.

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



July 6, 1977

- 4 -

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 13, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ACCOUNTING & AUDIT DIVISION</u>			
77-186	Operating Accountant, GS-510-5	AAC-21	510
This position has promotion potential to GS-7 without further competition.			
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
77-187	Layout-Makeup Worker, WG-4401-7	AAC-45	JE-4401B
77-188	Layout-Makeup Worker, WG-4401-9	AAC-45	JE-4401B
<u>DEPOT</u>			
77-189	Electrical Shop General Foreman WS-2801-14	AAC-443	JE-0002
Temporary promotion not to exceed 6 months. Promotion may become permanent without further competition.			
77-190	Machinist, WG-3414-10	AAC-443	JE-3414
Promotion potential to WG-11 without further competition.			

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FNSFO)
PROMOTION PLAN ANNOUNCEMENT

Closing Date: July 20, 1977
Area of Consideration: FNSFO-wide

<u>FNSFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FNSFO-77-55	Airspace System Inspection Pilot GS-2181-13 (Inspection position)	LAX-FIFO	2181



"service to those who fly"

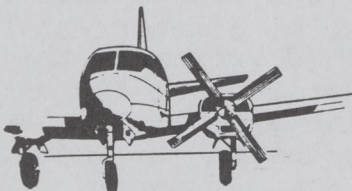
Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-28 July 13, 1977

BEACON ANTENNAS ORDERED

A contract for radar beacon antennas and related equipment to improve the performance of the air traffic control radar beacon system has been awarded to Texas Instruments of Dallas. Under the \$9.4 million contract, TI will provide 159 open array antennas. Among other things, the new antennas will help eliminate false targets or "ghosts" on the ATC radar displays caused by signal reflection from structures, towers, terrain and other objects. The new antennas will be used primarily to replace existing linear array antennas which are mounted atop Airport Surveillance Radar (ASR) antennas to trigger transponder equipment in aircraft. Earlier this year, the agency successfully tested a prototype open array antenna at three operational locations--Albuquerque, Las Vegas and Tulsa. The new antennas are designed to be compatible with the Discrete Address Beacon System currently under development by FAA. Deliveries of the new equipment will begin in one year and will be completed in 3½ years.



NEW MANAGEMENT PROCESS STRIVES FOR EFFICIENCY

Necessity may be the mother of invention, but coming up with an idea to fill a need is only a small portion of the job. Getting the new equipment into operation can be a long and vastly complicated process, as the agency has discovered during recent years in its efforts, for example, to upgrade and automate the air traffic control system. Because of this, the agency has developed an improved management process. It's called SAM, System Acquisition Management, and its purpose is to focus the applicable resources of the entire agency on specific high-level, major acquisitions. SAM will help the agency insure that new equipment is both useful and useable and that people operating and maintaining it are prepared to do so. In addition, SAM will help the agency explain to the Congress and the public why new systems are necessary. SAM is coordinated by the System Requirements Group, which is chaired by Deputy Associate Administrator for Administration Murray E. Smith, and includes a high-level representative of each Associate Administrator and Flight Standards Service. (see page 2)

SAM (from page 1)

Besides Smith, other members of the group are James L. Bispo, Deputy Director, AAF; Norman Edwards, Technical Assistant, ARD; James Vines, Chief, Aircraft Programs Division, AFS; and Dale McDaniel, Deputy Director, ASP. The group, which reports directly to the agency's Executive Committee (EXCOM), will oversee the acquisition process of major buys from the identification of a need to the ultimate installation of the equipment at priority locations in the field. Essentially they will oversee and monitor the completion of these four steps:

- The identification of a need--for instance, the verified need for improved nav aids.
- Development of new equipment to satisfy this need or the modification of other equipment to do the job.
- Transition phase--determine how much of the new product is needed, where it should go and when. Set up training schedules for operators, maintenance technicians for the new equipment, and generally foresee problems the new equipment and procedures may cause.
- Implementation--assure that all offices and services provide coordinated support to Airways Facilities during the implementation phase.

Currently the requirements group is soliciting information from the field and headquarters concerning "needs" and identifying candidate programs. The five programs that already fall under the auspices of SAM are: Microwave Landing System (MLS); Discrete Address Beacon System (DABS); 2nd generation VORs; Flight Service Station automation; and Airport Surveillance Radar (ASR) modernization. For more info see Order 1810.1 dtd. 3/21/77, "System Acquisition Management."

GADO OK; WATER PICK

The General Aviation District Office in Salt Lake City has certificated a giant water pick. Well, that's almost true. Actually the GADO recently certificated a special service helicopter which is carrying an oversized water pick. The water pick is used to wash off salt that has encrusted on power line insulators in the vicinity of the Great Salt Lake and the Salt Flats. The salt collects moisture which causes short circuits in the electrical power line. Until recently the insulators were washed by hand, a slow, expensive and sometimes dangerous process. But now the helicopter hovers above the line, and the water pick is aimed at the insulator and the job is done in no time at all with no interruption in electrical power.

'BUT I HAD ONLY ONE BEER'

Acting on a recommendation from the National Transportation Safety Board, FAA is developing a proposed regulation which would require pilots to consent automatically to a sobriety test in the same way as motorists give "implied consent" for such tests when they get their drivers licenses. In a letter to NTSB Chairman Webster Todd, Jr., Deputy Administrator Taylor said the Board's recommendations "have merit" and noted that the "authority to obtain and use alcohol tests could be helpful in the enforcement of present rules relating to the use of alcohol and could also be a deterrent." FAA also pledged action on the Board's recommendation that the agency specify the alcohol levels at which a pilot may be considered to be under the influence.

● **IN-FLIGHT CHECKS PROPOSED**

A new regulation that would increase the number of in-flight checks on the performance of airline pilots has been proposed by the agency. However, the same proposal would allow the checks to be made by electronic devices that monitor and record the pilot's actions from takeoff to landing. The device, which collects and records data on all phases of flight, is called an Advanced Flight Monitoring System (AFMS). The proposed rule would double the number of line checks required for pilots-in-command and establish for the first time a minimum number of line checks for co-pilots. A line check is an audit of pilot performance during a scheduled flight over a typical part of the routes served by the airline and is normally made by an airline check pilot or an FAA inspector. Pilots-in-command would be required to have a line check every six months. They are now required to have one only every 12 months. Co-pilots, who currently are not required to undergo line checks, would have to take one every 12 months.

FAA/PATCO NEGOTIATIONS REST

Contract negotiations between FAA and the Professional Air Traffic Controller Organization were recessed last week after three weeks of intensive meetings. Progress toward a new agreement has been slow, with numerous issues still unresolved. The agency and the union have both agreed to resume negotiations in early September.

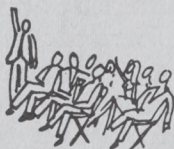


ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL 2 years - PC-14/77 Chief, Ground Branch, P-0, Gross: \$43,890 and Net (free of tax): \$26,931 without dependents and \$29,245 with dependents. PC-16/77 Language Officer (Interpreter/Translator), P-3 Gross: \$29,910 and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents. PC-17/77 Language Officer (Reviser). PC-19/77 Language Officer (Reviser).
LANGUAGE REQUIREMENTS: PC-16/77 Spanish native tongue, or the language used for the purpose of education. Ability to interpret into Spanish from English essential, and from French or Russian desirable. Ability to write Spanish translations, with a thorough knowledge of syntax and stylistics essential. A sound working knowledge of French or Russian would be an additional valuable qualification. PC-19/77 French native tongue, or the language used for the purpose of education. Demonstrated ability to revise and write French translations, with a thorough knowledge of syntax and stylistics essential. A sound working knowledge of Russian or Spanish would be an additional valuable qualification.
CAIRO 2 years - PC-15/77 Air Transport Officer, P-4. LIMA 2 years - PC-21/77 Technical Officer, COM, P-4. Salaries for PC-15/17/19 & 21/77 set at P-4 Level. Gross: \$29,940 and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents. Applications due in AIA-19 by 8/22/77 for PC-14/15/16 & 17/77; 8/29/77 for PC-19 & 21/77. Additional information about duties, salary, qualifications and benefits is available at your manpower office. Federal employees accepting ICAO assignments are entitled to restoration rights.

CORRESPONDENCE STUDY COURSES

Correspondence study courses administered from Oklahoma City are a popular form of training for FAA employees. Some of these courses are Management Improvement Through Team Study (MITTS) courses. They consist of five lessons of home study followed by a 14 to 20-hour workshop for five to eight persons conducted during the day at the work site. In the workshop, the principles learned during home study are applied through group discussions and exercises as outlined in the Workshop Guide. As workshop manager, leads the first session, and from there the leadership of the group rotates among the participants. The challenge of leadership is a stimulus to maximum learning. MITTS participants receive a certificate of training for successful completion of the home-study portion of the course and an additional certificate for participation in the workshop. Some of the courses available are the Staff Specialist Course; Briefing and Presentation Techniques; Human Relations in Supervision; Management by Objectives; Use and Conservation of Manpower, Money and Materials; and Effective Organization of Work. If you are interested in enrolling in any correspondence study course or if you have completed the home-study portion of any of the courses and wish to participate in the related workshop, please contact Training Branch, AAG-17, Ext. 4156.



PLEASE PASS THE PETS . . . Many stray dogs and cats are found from time to time at the Aeronautical Center. In many instances, these animals have been abandoned and have foraged in the nearby rural areas, being exposed to the likelihood of infection from smaller rabid animals such as skunks. Many of these dogs and cats are in a semi-wild state and there have been several instances of employees being bitten when they try to pet or catch them. In recent months, one person required treatment at a local hospital and another had to undergo the rabies shots after being bitten by a cat. For your own safety, please leave such animals alone, for if they are not able to find food around the Center they will soon leave.



APC MOVES TO 'GARDEN SPOT'

Approximately 200 FAAers in the Pacific Regional Office moved to a new "human-oriented" Federal office complex last month. Participating in the June 24 dedication ceremonies of the unique "low-rise" building was Mrs. Jimmy Carter. The structure is built around a spacious courtyard complete with a sculptured water fountain, art objects, trees, planters, red tile deck and flowers--in short, not a bad place for Pacific Region people to enjoy their lunch.

July 13, 1977

- 5 -

EQUIPMENT DISPLAY . . . On Thursday, July 14, 1977, Applied Data Systems, Inc., will have a continuous showing and demonstration of their Jacquard Videocomputer, in Room 206A, Aviation Records Building, 1:00 p.m. until 4:00 p.m. All interested personnel are invited to attend.

ETHICAL CONDUCT . . . The Ethical Conduct program is of particular significance to FAA employees because so much of our work affects private industry, the aviation community, and the general public. As Aeronautical Center and Federal employees, we have an obligation to uphold the public trust. Knowledge of what is expected of us is the key to not losing this trust.

All supervisors have a responsibility to annually call to the attention of their subordinates the standards of conduct employees are expected to observe. To do this, 3750.3A, DOT Regulations on Employee Responsibilities and Conduct, and 3750.4, Conduct and Discipline, should be circulated for review. A record should be made reflecting that each employee has reviewed these two directives.

So that there will be a regular date for an annual review of the standards of conduct, the month of July is established at the Aeronautical Center for this review. So that supervisors will have a record available, we suggest a certification sheet be circulated to subordinates. The certification sheet should read similar to this: "I certify that I have reviewed Orders 3750.3A and 3750.4." Employees should sign and date the sheet. Certification sheets should be retained in organizational files for record purposes.

EMPLOYEE AWARDS . . . The following employees received awards during June 1977:

Quality Increase Awards: Judith A. Anderson, AAC-119; Devere A. Olson, AAC-835; John Best, AFS-580; Harry J. Ross, ACY-FIFO; Margaret S. Merriman, MSP FIFO; Cecil P. Harrison, ATL FIFO; Glen W. Muse, AFS-580; Felton R. Buckholtz, LAX FIFO.

Special Achievement Awards: Kathryn L. Green, AAC-70; June E. Smith, AAC-330; Edward J. Murta, AAC-845; Alex Friedman, ACY FIFO.

Official Letters of Commendation: William S. Hauser, AAC-350; Glenn W. Rogers, AAC-932E; Glen E. Seaton, ATL FIFO.

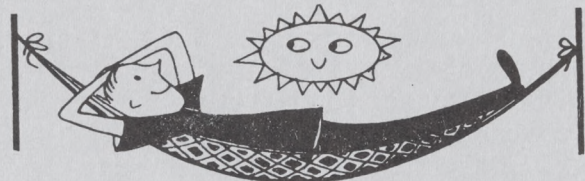


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- Silver Dollar City - Adult \$6.50 ea., Child \$5.50 ea.

Upcoming tours:

- Aug. 20-27 - Bahamas - 8 days, 7 nights
- Sept. 2-5 - Las Vegas, Nevada - 4 days, 3 nights



State Abbreviations —



Two-letter state abbreviations have been in official use since 1963 but they have not received widespread acceptance maybe because of these so-similar combinations: MD, MA, MI, MN, MO, MS and ME. The Post Office has no objections to the continued use of the "old" state abbreviations—in fact, they admit to many mix-ups between ME and MA. But here is a list of the two-letter abbreviations and remember, no periods between the letters:

AK	Alaska	NB	Nebraska
AL	Alabama	NC	North Carolina
AR	Arkansas	ND	North Dakota
AZ	Arizona	NH	New Hampshire
CA	California	NJ	New Jersey
CO	Colorado	NM	New Mexico
CT	Connecticut	NV	Nevada
DC	District of Columbia	NY	New York
DE	Delaware	OH	Ohio
FL	Florida	OK	Oklahoma
GA	Georgia	OR	Oregon
HI	Hawaii	PA	Pennsylvania
IA	Iowa	PR	Puerto Rico
ID	Idaho	RI	Rhode Island
IL	Illinois	SC	South Carolina
KS	Kansas	SD	South Dakota
KY	Kentucky	TN	Tennessee
LA	Louisiana	TX	Texas
MA	Massachusetts	UT	Utah
MD	Maryland	VA	Virginia
ME	Maine	VI	Virgin Islands
MI	Michigan	VT	Vermont
MN	Minnesota	WA	Washington
MO	Missouri	WI	Wisconsin
MS	Mississippi	WV	West Virginia
MT	Montana	WY	Wyoming

July 13, 1977

- 7 -

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Position Descriptions are available for employee review in room 102, Hq. Bldg.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-49	Electronics Technician (Airborne) GS-856-11	MSP FIFO	856
Area of Consideration: FAA-wide Closing Date: 07-25-77			
FSNFO-77-58	Statistical Clerk, GS-1531-4	AFS-580	1531
Area of Consideration: FSNFO Headquarters and OKC FIFO Closing Date: 07-20-77			
FSNFO-77-57	Airspace System Inspection Pilot GS-2181-13 (Inspection position)	MSP FIFO	2181
Area of Consideration: FSNFO-wide Closing Date: 07-20-77			

TRANSPORTATION SAFETY INSTITUTE PROMOTION PLAN ANNOUNCEMENT

<u>TSI NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
TSI-77-6	Materials Technology Safety Specialist GS-301-13	TES-15	301-7
Area of Consideration: DOT-wide Closing Date: 07-25-77			

DRIVE DEFENSIVELY





**YOU ARE UNIQUE
STAY ALIVE WITH SAFETY**

PLAY IT SAFE! Now that summer is here, thoughts naturally turn to travel, swimming, boating and other enjoyable outdoor activities. Unfortunately, vacations and recreation can also mean suffering and sorrow, as the following statistics from the National Safety Council show. So take a few moments to read about some common causes of summer accidents and some of the commonsense ways to avoid them.

Summer traveling. In 1975 more than 17,000 people died from motor-vehicle accidents during the period May-August. The following reminders can help save lives--perhaps yours--during 1977.

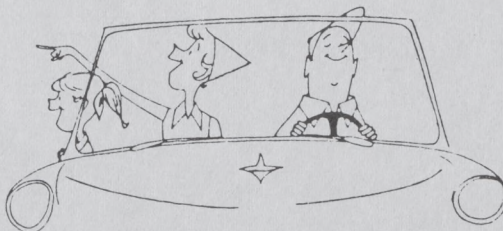
- Never mix driving and drinking. Alcohol consumption is a factor in at least half of fatal motor accidents.
- Drive defensively, observe speed limits and slow down if the weather is bad.
- Always use seatbelts.
- Avoid fatigue on long trips.

Boating. Approximately 1,300 deaths last year--most from drowning--were the result of improper boat handling. Some simple rules are given below.

- Never allow more passengers in a boat than can be comfortably seated.
- Make sure every child and nonswimming adult in a boat is wearing a life jacket and that every adult has one available.
- Emphasize to your passengers that if the boat upsets they should stay with it rather than try to swim for shore.
- Suit the speed of your boat to weather conditions and nearby traffic.
- Check the weather before you launch any small craft and be constantly aware of it while you are on the water.

Swimming. Approximately 8,000 people died by drowning in 1975 when swimming or playing near the water or in boat accidents. Many of these deaths could have been avoided by observing the following precautions.

- Obey lifeguards. They know the dangers and are there for your protection.
- Don't leave small children unsupervised for even a moment.
- Find out about currents before you swim at an unfamiliar ocean beach.
- Always swim with a companion. Even strong swimmers get muscle cramps.



when you
travel
...keep safety
in mind



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77=29

July 20, 1977

PILOT ASKS, 'WHERE AM I?'

The estimated fuel exhaustion time was 0018 Zulu (Greenwich Mean Time), and at exactly 0018 the wheels of the single engine plane touched the runway at the Fort Yukon Airport. For more than an hour and a half prior to that, the plane had been lost. And during that time, specialists at the Fairbanks, Alas., FSS had been searching the cloudy skies. Occasionally, specialists Robert A. Gilley, James E. Phillips and Duane G. Ambuehl had been able to talk to the disoriented pilot, but his radio, like his compass, wasn't working properly. Sometimes other pilots flying in the vicinity of the Porcupine River relayed radio messages, but the specialists still could not pinpoint the elusive plane. They tried to get a radar fix from the Anchorage ARTCC, but the plane was too low and too far away. (See page 2)

FAA LIGHTS SHINE IN BLACKOUT

When the lights went out in New York last week, they continued to shine in the area's FAA facilities. Even more important, FAA gave uninterrupted air traffic control service during the blackout. In fact, agency backup systems designed to operate during such an emergency, worked just as planned. (See page 2)

FIRST MAJOR FSS HUB IS SHAPING UP IN WASHINGTON

Charlottesville is coming to Washington. At least the Charlottesville, Va., Flight Service Station is to be consolidated with the Washington FSS July 25-27. Since the Richmond FSS moved to Washington last April, this makes the Washington/Leesburg facility the first prototype "hub," which is presumably the shape of things to come for FSSs. The Washington FSS is co-located with the Washington ARTCC. Although there were positions at Leesburg for all eight specialists from Charlottesville, only two will make the move to the nation's capital. The other six have been reassigned to other FSSs, according to their preference. The next giant step forward for the nation's first FSS hub will be the commissioning of the new Aviation Weather and Notice to Airmen System (AWANS). This system, already operational at the Atlanta FSS, is scheduled to go on line this winter, and specialists already are being trained on the new equipment. Until it is ready to go, specialists are using a system which also gives them aeronautical and weather information via modernized cathode ray tube displays.

WHERE? (from page 1)

They also contacted Star Gazer Radar in Fort Yukon, and finally a promising target was picked up. The specialists then sent one of the planes that had been relaying messages to lead the lost pilot to the airport, and so the plane landed just as its fuel was exhausted During the month of June, 281 flight assists were reported--119 by flight service stations, 119 by towers and 43 by enroute centers. There were a total of 468 people reported on board the aircraft involved. The primary causes for the assists included, 182 lost pilots, 35 low on fuel, 56 involved with adverse weather and 54 with equipment malfunction. In all, there were seven night assists.

PUBLICATIONS PUZZLE SOLVED

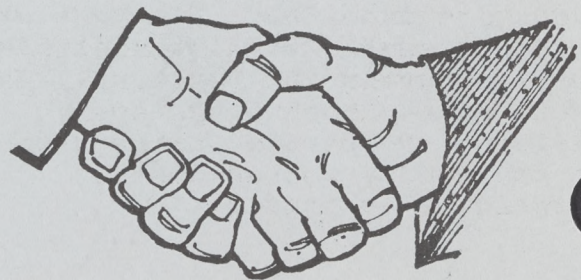
Did you know that FAA has over 5000 publications available to the public? Probably not but what's worse is that the public generally doesn't know it either. But help is on the way in the form of a publications guide prepared by Sam Milner of the Office of Public Affairs in Washington headquarters. For the first time since FAA was established, the agency will have a comprehensive guide which tells what kinds of free and for-sale items currently are available and how to get them. The guide also shows how to obtain aviation-related documents published by other Federal agencies, such as the Civil Aeronautics Board, the National Transportation Safety Board and the National Weather Service. The guide will come off the presses this week, and the field facilities will be provided copies by the regional Public Affairs Offices. Additional copies can be obtained from the DOT warehouse through your regional or field distribution officer.

BLACKOUT (from page 1)

At JFK Airport the backup equipment cut over automatically when the communication power failed, maintaining continuity on all frequencies, BRITE radar, ILS and approach lights for runway 4R and 13L and the ARSR radar. Runway lights for 4R and 13L were also operating. However, due to the "dark areas" around the airport and the probability of not being able to provide emergency services, the New York Port Authority closed JFK at 10:05 p.m. When the commercial power failed at LaGuardia Airport the FAA engine generators came up immediately providing continuous operation of runway lights, approach lights and sequence flashers for runway 22 in addition to all taxiway lights. But these were soon restored. All ATC equipment in the New York Common IFR Room operated normally on locally generated standby power. Kennedy and LaGuardia Airports remained closed throughout the night, but opened before 6 a.m. the next morning.

FIRST SWEEPSTAKES WON

Winner of the first \$50,000 plane in the General Aviation Manufacturers Association (GAMA) Takeoff Sweepstakes was John P. Beckwith, a real estate broker from Ontario, Canada. There will be five more drawings over the next three years, spaced six months apart. Newly-licensed pilots can get entry forms from their flight schools or directly from GAMA.



July 20, 1977

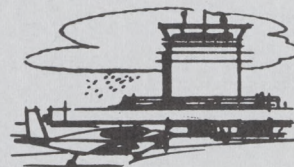
- 3 -

FAA OFFICIAL AMONG 70 EVACUATED FROM AIRCRAFT

Although he didn't plan it that way, Gene Weithoner, Associate Administrator for Administration, got a first-hand look at Braniff's evacuation procedures last week. And he was happy and relieved to report that they did very well. Shortly after leaving Nashville, enroute to Memphis, the pilot of the Braniff 727 that Weithoner was on reported that the right main gear was stuck half way down. After keeping the aircraft aloft longer than usual to burn off excess fuel, the pilot touched down at Memphis on his left main gear. When he got to the foamed area of the runway, he was able to lower the right side of the aircraft. The plane slid to a stop midway down the 6,500 ft. runway, where an emergency evacuation of Weithoner and 69 other passengers was made in the excellent time of one minute. There were no injuries. Weithoner reported that the briefing on the evacuation procedures was excellent, and the evacuation itself went without a hitch. Weithoner was on a flight from Washington to Dallas with intermediate stops in Nashville and Memphis. He is currently on a special 90-day assignment as the manager of the Staffing Process Task Force of the Civil Service Commission's Personnel Management Project. The project, which is part of President Carter's reorganization effort, has the specific objectives of examining present Federal personnel policies, processes, and organization to determine what improvements are required, and recommending appropriate legislation, regulations, processes and organizational solutions.

MAKING IT PERFECTLY CLEAR

Alice of "Alice in Wonderland" had little patience with the subtleties of language. Admonished by the March Hare to say what she means, she replied in typical breathless Alice fashion, "I do--at least I mean what I say--that's the same thing, you know." But the people who write the Federal Aviation Regulations have no such license. They know that word differences can prove fatal in areas such as pilot-controller communications, for example. So FAA has issued a proposed rule designed to clarify some ambiguities in the language used to direct pilots of taxiing aircraft at controlled airports. The present rule (91.78h) states that a clearance to "taxi to" the runway is a clearance to cross all intersecting runways encountered on the way but is not a clearance to "taxi on" the assigned runway even if you have to intersect it at some point on the way to the takeoff position. To do that requires specific ATC clearance. Well, we all know what that means, but the proposed rule has offered some subtle word changes to make it just as clear to everyone else. You can get a copy by writing APA-420, and you have until September 28 to comment.



July 20, 1977

- 4 -

DIRECTIVES CHANGE . . . The directives covering Supervisors' Personnel Records Under the Privacy Act of 1974 (1350.18, 1350.19, and Notice 3290.10) have been cancelled and incorporated without major change in Order 1350.22, Protecting Privacy of Information About Individuals. Supervisors should note the new location of guidance on this subject. Order 1350.22 is being printed and will be distributed to the division level in Washington, regions and centers, two copies to each field office and facility and to the manager level in area offices.

COAST GUARD INSTITUTE JOB OPENING . . . The Coast Guard Institute, located in the Multi-Purpose Building, has issued Job Announcement 26-77 for the position of Clerk Typist, GS-322-3, in the Processing Division Servicewide Exam and Registered Mail Branch.

Closing date for consideration for this position is August 1, 1977. Applicants should provide a current SF-171 and DOT F3430.1 (Performance Evaluation Record dated within the last 12 months) to Room 245, Multi-Purpose Building, prior to the closing date. Call Ext. 4265 for further information.

QUARTERLY FLIGHT SAFETY MEETING . . . The Aeronautical Center Quarterly Flight Safety Meeting will be presented today, July 20, 1977, at 1:30 p.m. in the Headquarters Auditorium. A repeat session will be held tomorrow, July 21, at 9:30 a.m. The meeting will feature films and briefings on the new USAF Airborne Warning and Control System (AWACS) and the new FAA programs Minimum Safe Altitude Warning (MSAW) and Conflict Alert. Presentations will be made by personnel of the 552nd AWAC Wing of Tinker AFB, and the OKC RAPCON/Tower.

The meeting should be of great interest to all flight crew members and other interested personnel.

READY RESERVE REPORTING REQUIREMENT . . . If you are a Ready Reservist in the United States Armed Forces, you have an obligation to keep your personnel office informed of your current reserve status, including changes in your FAA employment that affect your reserve status; i.e., if you have changed jobs or received a promotion which either moved you-into or out of a key position. FAA Order 3300.4B, Ready Reserve, outlines the objectives, responsibilities, and reporting requirements. Changes should be reported to the Employment Branch, AAC-14A, by completing and forwarding FAA Form 3300-34, Military Status Report, which is available through normal supply channels. If you are not certain that a current FAA Form 3300-34 is on file, you may either submit a new completed form or call David Lowe on Ext. 2664.

July 20, 1977

- 5 -

EQUIPMENT DISPLAY . . . On Thursday, July 28, 1977, Monroe Calculator Company will have a continuous showing and demonstration of their business display and printing calculators, desk top units, technical calculators for engineering and statistical use, and the LCC/60 ledger card computer. The showing will be in Room 206D Aviation Records Building from 9:00 a.m. until 4:00 p.m. All interested personnel are invited to attend.

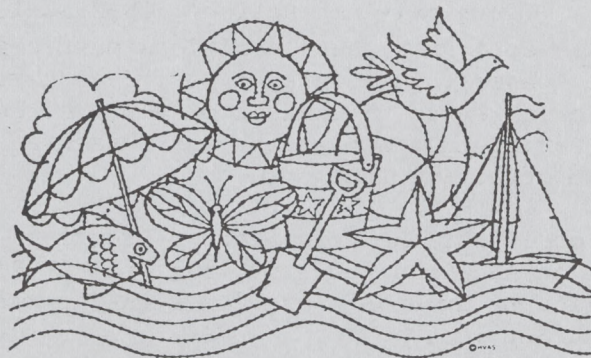
ABOUT THOSE STATE ABBREVIATIONS . . . It was brought to our attention that Indiana (IN) was omitted from the list of official State Abbreviations printed in last week's INTERCOM. We were also told that there has been a change in the abbreviation for Nebraska as NB is now used for New Brunswick -- NE is Nebraska. You can also add to your list CZ for Canal Zone and GU for Guam.

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

- Gaslight Dinner Theater - "Absurd Person Singular" - \$8.85 ea.
- Lincoln Plaza Playhouse - \$1.00 discount on Tuesday and Sunday
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - Adult \$6.50 ea., Child \$5.50 ea.
- Limestone Run Speedway Motorcycle Races - Friday nights - Free tickets available

Upcoming tours:

- Aug. 20-27 - Bahamas - 8 days, 7 nights
- Sept. 2-5 - Las Vegas - 4 days, 3 nights



July 20, 1977

- 6 -

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 27, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PROCUREMENT DIVISION</u>		
77-192	Contract Specialist, GS-1102-9	AAC-72	1102
77-193	Purchasing Agent, GS-1105-7	AAC-72B	1105
	<u>DATA SERVICES DIVISION</u>		
77-194	Computer Technician, GS-335-9	AAC-340	335

Closing Date for the following: August 5, 1977

	<u>FAA ACADEMY</u>		
77-174	*Air Traffic Control Specialist, (Station-Instruction), GS-2152-11	AAC-933	2152
77-175	*Air Traffic Control Specialist, (Center-Instruction), GS-2152-13	AAC-931	2152
77-176	*Air Traffic Control Specialist, (Terminal-Instruction), GS-2152-13	AAC-932	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.

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

July 20, 1977

- 7 -

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-52	Supervisory Airspace System Inspection Pilot, GS-2181-14	MSP FIFO	2181

Closing Date: August 3, 1977
Area of Consideration: FAA-wide

FSNFO-77-58	AMENDMENT/Statistical Clerk (Typing), GS-1531-4	AFS-580	1531
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Applicants who have already submitted bids do not need to resubmit.

Closing Date: July 27, 1977
Area of Consideration: FSNFO Headquarters and OKC FIFO

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.

July 20, 1977

- 8 -

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 recompute at this time.

Closing date: July 27, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>QUAL.</u>
SR-77-2.2	Secretary (Stenography) GS-318-5	318
SR-77-3.2	Secretary (Stenography) GS-318-6	318
SR-77-4.2	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

77-30 July 27, 1977

WHAT'S NEWS

A new air service pact between the U.S. and U.K., replacing the 31-year old Bermuda Agreement, was set for signing July 23 in Bermuda by Secretary Adams and Ambassador Alan Boyd... An FAA study has concluded that it's practical and feasible to sound-proof public buildings near airports (page 3)... A five-day FAA conference is set for November to discuss the problems of burning aircraft cabin materials (page 3)... Seven FAA advisory committees have breathed their last (page 2)... White House personnel chief James King has been tapped as the new NTSB Chairman when Webster Todd leaves in September.

OST STREAMLINES OPERATION

Secretary Adams last week announced a major reorganization of OST involving the reassignment of 700 of its 1,800 employees. Of major significance is the abolishment of two assistant secretary positions--one for environment, safety and consumer affairs and the other for systems development and technology. These functions will be reassigned with some going to a new Research and Special Programs Directorate which will have the status of an operating administration. The Secretary said the OST reorganization will take several months to implement fully and he has directed "that each step be planned to minimize inconvenience and disruption to individual employees and to on-going programs."

SELECTIONS FOR LONG-TERM TRAINING ANNOUNCED

It's back to school this fall for 15 FAA employees who have been selected for long-term training during the 1977-78 academic year. Bruce Selfon (AGC) has been selected for the Stanford Sloan Program; William C. Reddick (AEM), for the Industrial College of the Armed Forces (ICAF) at Ft. McNair, Washington, D.C.; and Barry Clements, (AGL), for the Air War College at Maxwell AFB, Alabama. Those attending the Air Transportation Systems Specialist (ATSS) Program at the University of California, Berkeley: Carl Ball (ARD), Walter Ernst, Jr., (ACE), Betty Permetter (AAC), Bruce Putnam (AAF), John Tigue (ARD), Jimmy Watkins (ARD), and Leland Wilson (AAF). Participants in the Education for Public Management (EPM) Program and the graduate schools they will be attending are Garry Adams (AAL), University of Indiana; Andrew Billick (AAL), University of Southern California; Thomas Doyle (AAT), Harvard University; Martha O'Connor (AFS), Cornell University; and William H. Williams, Jr. (ARM), University of Virginia. All FAA employees, GS-11 and above and meeting specific program requirements, are eligible for long-term training programs which consist of an academic year of graduate studies. (See Page 2)

TRAINING

(From page 1)

The participants receive full salary and special per diem rates. Upon completion of the program, they are reassigned to career-development positions in FAA, usually those which provide opportunities for functional and geographic diversity. The selection process for the next group of participants (1978-79)--which includes Regional/Headquarters review, interview with the Long-Term Training Committee, and approval by the Administrator --begins with the distribution of the Long-Term Training Announcement Notice in early August. Employees seeking further information should contact the Training Branch in their jurisdiction.

EQUIPMENT DISPLAY . . . On Thursday, July 28, 1977, Monroe Calculator Company will have a continuous showing and demonstration of their business display and printing calculators for engineering and statistical use, and the LCC/60 ledger card computer. The showing will be in Room 206D Aviation Records Building from 9:00 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 your EA Office:

- Gaslight Dinner Theater =
"Absurd Person Singular" = \$8.95
- Lincoln Plaza Playhouse =
\$1.00 discount on Tuesday & Sunday
- Six Flags Over Texas - 6.95 ea.
- Silver Dollar City =
Adult 6.50 ea., Child 5-50 ea.

Upcoming Tours:

- Aug. 20-27 - Bahamas - 8 days, 7 nights
- Sept. 2-5 - Las Vegas, Nevada =
4 days, 3 nights
- Aug. 28 - Acapulco - \$259.00

ADVISORY COMMITTEES SCRUBBED

Seven of eleven FAA advisory committees have been eliminated as the result of a regular annual review conducted with extra vigor this year because of President Carter's recent order for a strict "zero-based" evaluation of such committees. The seven committees eliminated are: Citizens Advisory Committee on Aviation, Microwave Landing System Advisory Committee, U.S. Advisory Committee on Obstacle Clearance Requirements, U.S. Advisory Committee on Visual Aids to Approach and Landings, U.S. Advisory Committee on Terminal Instrument Procedures, Flight Information Advisory Committee, and the Southern Region Air Traffic Control Committee. The FAA Orders establishing the terminated committees will be cancelled. The Air Traffic Procedures Advisory Committee survived the cut, and the agency will continue to sponsor the Radio Technical Commission for Aeronautics (RTCA). The Office of Management and Budget, however, has not yet decided the fate of the High Altitude Pollution Program Technical Advisory Committee. OMB also is entertaining a DOT proposal that the agency's Technical Advisory Committee be merged with the Coast Guard Research Advisory Committee to form a DOT Research Advisory Committee. A DOT task force will be established in August to review that proposal and present its findings to OMB.



OUTSTANDING FLIGHT SAVE

The twin-engine Cessna had just passed the outer marker on an approach to the Nashville airport when radar controller Don Smithson noticed it lost altitude sharply. Second later, the pilot reported to William Duke in local control that he was in trouble. And then, about four miles from the runway, radio contact was lost altogether and the aircraft disappeared from the radar scope. After calling for emergency rescue equipment, Robert Sory, the controller in charge, spotted an Army helicopter parked on a nearby ramp. All it took was a call and the three-man helicopter crew of CW2 Stephen M. Robison, WO1 Thomas S. Potts and Sgt. Gerald M. Heitzman was on its way to the point where radar contact with the plane was lost. When they reached the downed aircraft, its two engines were on fire. Potts and Robison entered the smoke-filled aircraft and dragged the pilot, the sole occupant, to safety. Moments later, the entire aircraft burst into flames. After administering first-aid, the crew flew the injured pilot to the hospital. A remarkable save for the helicopter crew and the controllers who called for their help During the first six months of 1977 there were 1428 flight assists: 680 by flight service stations, 488 by terminals and 260 by centers. There was a total of 2696 people reported on board the aircraft involved.

MEETING RESCHEDULED

The agency has rescheduled its public hearing on general flight rules for September 13 through 16. Originally scheduled for August 1 through 4, the hearing was rescheduled at the request of several aviation organizations which wanted additional time to query their members on subjects to be covered at the hearing.

WHERE THERE'S SMOKE

FAA will hold a public hearing November 14-18 in Washington headquarters to discuss development of an integrated flammability-smoke-toxicity standard for aircraft compartment materials. The agency believes that establishment of such a standard would lead to increased passenger safety in survivable accidents involving fire. Also discussed at the five-day conference will be the question of whether materials now used in cabin interiors could meet the new integrated standard or whether they could be developed. In recent years, FAA has initiated separate rule-making actions to establish standards for flammability, smoke emissions and toxic gas emissions but public comments on these proposals have convinced the agency that the three problems are interrelated and should not be handled individually.

QUIET PLEASE

The soundproofing of schools and hospitals in airport communities to reduce interior noise levels is both feasible and practical, an FAA study has concluded. A total of 60 schools and hospitals located near six major U.S. airports were surveyed and the results indicated that interior noise levels could be cut 10 to 20 decibels through installation of sealed double-glazed windows, use of weatherstripping and insulation and replacement of existing windows with wall materials. Extrapolating the results, the study concluded that 1,100 schools and 90 hospitals now located in heavily noise impacted areas nationwide could be modified to reduce noise levels at a cost of \$204 million with significant benefits to students and patients. Contact the Office of Environmental Quality for copies of the report.

July 27, 1977

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: August 3, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-167	<u>ACCOUNTING AND AUDIT DIVISION</u> CANCELLED/Accounting Technician, GS-525-7	AAC-23	
Position filled by internal reassignment.			
77-197	<u>PROCUREMENT DIVISION</u> Contract Price Analyst, GS-1102-11	AAC-73	1102
Position has promotion potential to GS-12 without further competition.			
77-182	<u>DATA SERVICES DIVISION</u> *Computer Systems Administrator, GS-330-13/14	AAC-310	301=7
If the selection is made at the GS-13 level, the individual may be promoted to GS-14 without further competition.			
77-198	<u>AIRCRAFT SERVICES BASE</u> Aircraft Mechanic Leader, WL-8852-11	AAC-830	JE-8852
A&P License required.			
77-185	<u>FAA ACADEMY</u> **Civil Engineer (Instruction), GS-810-13	AAC-960	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 FAA experience is required within the last 6 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.

*Closing Date: August 4, 1977

**Closing Date: August 16, 1977



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Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-31 August 3, 1977

AMBULANCE STANDARDS ASKED

Regulatory standards for air ambulances have been proposed by the agency to insure that the medical needs of patients are met without compromising flight safety. The standards for on-board medical facilities would apply to all air taxis and commercial operators of small aircraft when carrying persons who are ill, injured or otherwise require medical attention. At present, there are no standards governing on-board medical equipment or personnel for such flights. Under FAA's advance notice of proposed rule making, each air-ambulance flight would be required to carry certain basic equipment such as face masks, blankets and pillows, as well as specialized equipment tailored to an individual patient's needs such as a litter, resuscitator, blood pressure manometer, medical oxygen units and a portable suction unit. In addition, a medical attendant would have to be on board for each intensive-care patient. The proposal also calls for creation of a special "Rescue Air Ambulance Operators" classification.



FAA GETS \$2.139 BILLION FOR FISCAL YEAR 1978

By a voice vote both houses of Congress have passed the Department of Transportation appropriation bill for fiscal year 1978. The bill is now awaiting the President's signature which is expected this week. The bill includes \$2,139,536,000 for FAA's FY '78 expenses. In addition to this \$325 million has been set aside to liquidate ADAP contract obligations. Last year FAA's Budget was \$2,054,150,000.

CONFERENCE & FAIR AT NAFEC

A conference to discuss FAA programs for improving the safety of light-plane operations will be held at NAFEC August 17 through 21 in conjunction with TransFair 77, which is being billed as a gala transportation and trade show. Addressing the opening session of the General Aviation Research and Development Conference will be Administrator Bond. He will be followed by other FAA officials and representatives from general aviation groups who will discuss current and planned agency programs. TransFair is being sponsored by the New Jersey Department of Labor and Industry and area businessmen and will include displays of marine and land transportation systems as well as aviation exhibits. (See page 3)

TAXI RULE CLARIFIED

We've had some questions about the proposed revision of a Federal Aviation Regulation (FAR 91.87h.) So we'll spell out the problem. The present rule states that a clearance to "taxi to" the runway is a clearance to cross all intersecting runways encountered on the way but is not a clearance to "taxi on" the assigned runway. In order to eliminate any possible misinterpretation, a new rule has been proposed. The new rule removes this ambiguity. It reads in part: "A clearance to "taxi to" the takeoff runway assigned to the aircraft is not a clearance to cross on that runway at any point...."

FEATURED IN WOMANS PUBLICATION

The May/June issue of *Women In Action*, a newsletter published for Federal employees by the Civil Service Commission, features a full-page article telling Federally-employed women how to become electronics technicians in FAA. The article notes that the number of women in technical occupations in the Airway Facilities Service has risen from 0.3 percent of the total ET workforce in 1975 to 0.9 percent at the present time. Copies of the article can be obtained from the Federal Women's Program Coordinator in regions and headquarters. (The uncaptioned picture with the article is of Barbara J. Anderson, a journeyman ET in the Anchorage Sector.)

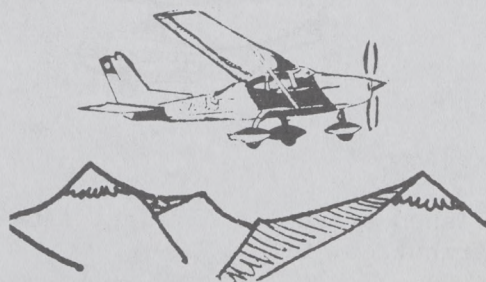
FAA AT FLY-IN

Once more, the annual Experimental Aircraft Association (EAA) Fly-in is in full swing at Oshkosh, Wis. And once more, the agency will import controllers and inspectors from other facilities to take care of the influx of planes. Operations

during the week-long fly-in (July 30 to August 6) are expected to top 60,000, which will make the Oshkosh tower the world's busiest for the week. Highlights of the Convention and Sport Aviation Exhibit will include a presentation of the FAA Distinguished Service Award by Administrator Bond. He will present the award to Donald P. Taylor, who last year flew a home-built aircraft around the world.

IMPROVED RULES PROPOSED

The agency has proposed 22 changes in the regulations governing air carrier operations to update training, proficiency and other requirements for flight crews, flight attendants and ground personnel. The FAA proposal would strengthen airline-emergency training programs by requiring each crewmember to actually operate emergency exits, fire extinguishers, oxygen bottles and other emergency equipment during initial and recurrent training. Flight crews would also be instructed in opening exit doors under emergency conditions and in procedures for use of damaged equipment. Requirements for passenger briefings also would be upgraded. Other proposed changes deal with the use of operationally-oriented training programs and simulators to meet pilot training and proficiency requirements and other training requirements. The proposal is an outgrowth of FAA's December 1975 Operations Review Conference.



NAFEC (From page 1)

An airshow will feature the Navy's Blue Angels, the Canadian Snowbirds, the U.S. Army Golden Knights parachutists, aerobatics and flybys. For visitors flying to the FAA-owned Atlantic City Airport during the fair, a temporary flight service station is being set up in the Atlantic City passenger terminal building adjacent to the general aviation parking area.

IF INJURED AT WORK

For several reasons, 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 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. In addition, the Department of Labor now requires that any injury or illness occurring while an employee is in an official duty status which qualifies for compensation must be recorded on Form DOT 3902-1, Accident Report, and Form DOT 3902.2, Injury Report Supplement. These forms are to be completed by the supervisor of the employee sustaining the accident or illness and forwarded through normal channels to AAC-18.

SUBMISSION OF SUGGESTIONS

Please note that FAA Order 3450.7C, Incentive Awards Program, requires that all suggestions be routed via the suggestor's Incentive Awards Coordinator. Suggestions should not be sent directly to the official with authority to adopt a particular suggestion, if that individual is outside the suggestor's office or service. Only when the suggestor's immediate supervisor has the authority to implement the suggestion should the Incentive Awards coordinator not be notified first. In this case, the supervisor should evaluate the suggestion and forward it with the evaluation to the Incentive Awards coordinator.

KATHERINE STINSON ALIVE & WELL

Like Mark Twain, former FAA aeronautical engineer Katherine Stinson believes that reports of her death have been "greatly exaggerated." The confusion was generated by a photo that accompanied a Washington Post obituary for aviation pioneer Katherine Stinson Otero, one of the first women to receive a pilot's license and a founder of the Stinson Aircraft Co. Someone at the Post apparently reached in the wrong file folder and came up with a picture of FAA's Katherine Stinson rather than the recently deceased Katherine Stinson Otero. It was not the first time the two women have been confused and probably not the last. But the Washington Post did endeavor to set the record straight with a follow-up story entitled: "An Apology and a Salute to 2 Pilots Named Stinson." FAA's Katherine Stinson retired from the agency in 1973 after 32 years of distinguished service. She now lives—yes, she lives—in Glendale, Calif.

August 3, 1977

- 4 -

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

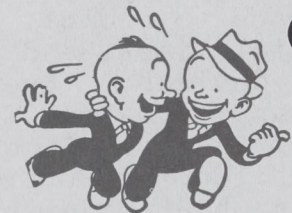
- =Gaslight Dinner Theater - "Absurd Person Singular" - \$8.95
- =Lincoln Plaza Playhouse - \$1.00 discount on Tuesday and Sunday
- =Six Flags Over Texas - \$6.95 ea.
- =Silver Dollar City - Adult \$6.50, Child \$5.50 ea.

Upcoming tours:

- =August 20-27 - Bahamas - 8 days, 7 nights - \$279.00
- =August 28 - Sept 4 - Acapulco - 8 days, 7 nights - \$259.00
- =Sept 2-5 - Las Vegas, Nevada - 4 days, 3 nights - \$236.00

FAA Golf Club Schedules Two-Day Tournament . . . The FAA Golf Club will have a two-day tournament August 26 and 27. Combined scores for the two days will be used to determine the club champion. Golf club members should sign up for tee times August 8 through August 10 at the Employee Association Office. Be sure to sign up for both days. However, if members are unable to play both days, sign up for the day you can play. Trophies will be awarded for each flight Friday and Saturday as well as the club championship trophies for lowest scratch and handicap scores for the two days.

BLOOD DRIVE . . . Sign up now to donate your blood on August 11. We need 60 pints, so call Mary Chastain on Ext. 4159 to make your appointment.



OUR BLOOD'S FANTASTIC VOYAGE . . . The Rocky Mountain INTERCOM recently printed an account of what happened to the blood donated by one of their employees. Within minutes after the donation, the blood was in a Red Cross laboratory being tested for blood type and hepatitis. By a centrifuging process, the blood was broken down into three components: platelets, red cells, and plasma. Later that same evening, the platelets were delivered to a local hospital and administered to a woman suffering from severe anemia. The red cells were placed in a refrigerator where they remained for 11 days. These same red cells were then sent to another hospital and transfused into an elderly woman being prepared for surgery. As for the plasma, it was freshly frozen the night of the donation. It will be sent to a laboratory where it will undergo a fractionation process. This frozen plasma can be broken down still further into five more components, each received by people who have need for just a particular part of human blood.

So, it is conceivable that within a few months, no less than half a dozen grateful recipients will be alive with this FAA employee's blood running through their veins. This is something for you to think about when asked to make a blood donation.

August 3, 1977

- 5 -

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: August 10, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>AIRCRAFT SERVICES BASE</u>		
77-201	Instrument Mechanic, WG-3359-11 May be required to work on rotating shift.	AAC-830	JE-3359
77-202	Supervisory Airplane Pilot, GS-2181-14 A current CSC Form 671, Supplemental Record of Aeronautical Experience, should be submitted with your bid.	AAC-820	2181
	<u>FACILITY SUPPORT DIVISION</u>		
77-203	Engineering Technician, GS-802-9 Specialized in environmental support and electro-mechanical equipment.	AAC-52E	802
	<u>FAA DEPOT</u>		
77-204	Supply Systems Analyst, GS-2003-12	AAC-410	2000

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

Closing Date: August 22, 1977

Area of Consideration: FAA-wide

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-56	Electronics Technician, GS-856-7/9 (Airborne Position) Position has promotion potential to GS-11 without further competition.	BTL FIFO	856

August 3, 1977

- 6 -

SELECTION LIST	POSITION	LOCATION	ANN. NO.
Johnny R. Dahl	Highway Traffic Transportation Safety Specialist	TES-15	TSI-77-5
Gerald G. Berry	Supervisory Aviation Safety Inspector (Airworthiness)	AFS-580	FSNFO-77-10
Priscilla K. Salyers	Secretary (Stenography)	AFS-510	FSNFO-77-37
William E. Howell	Airspace System Insp. Pilot	ATL FIFO	FSNFO-77-42
Marie M. Hall	Administrative Assistant	OKC FIFO	FSNFO-77-45
Edwin J. Oldfield	Airspace System Insp. Pilot	ACY FIFO	FSNFO-77-46
Claudette B. Smith	Secretary (Stenography)	FSNFO	FSNFO-77-48
Dewitt E. Vernelson	Aeronautical Info. Specialist	LAX FIFO	FSNFO-77-50
Adolpho H. Garcia	ATC Spec. (Center-Instr.)	AAC-931	AAC-76-333
William Monthaven	ATC Spec. (Center-Instr.)	AAC-931	AAC-76-333
Jose Q. Aguon	Electrical Engineering Tech. (Instr.)	AAC-940	AAC-76-360
Joseph D. Belden	Electronics Tech. (Instr.)	AAC-940	AAC-76-390
Elmer R. Byrd	" " "	"	"
Marvin E. Cooper	" " "	"	"
Robert Duncan	" " "	"	"
Alvin E. Hoppe	" " "	"	"
Roy D. Price	" " "	"	"
Billy E. Rea	" " "	"	"
Larry W. Sawyer	" " "	"	"
LeRoy P. Smith	" " "	"	"
Billy E. Van Dorn	" " "	"	"
Donald Devine	" " "	AAC-954	AAC-77-34
Phillip J. Hoy	Aviation Safety Inspector (Operations-Instr.)	AAC-950	AAC-77-41
Gary A. Lavender	Aviation Safety Inspector (Operations-Instr.)	"	"
Gordon R. Papke	ATC Spec. (Station Instr.)	AAC-933	AAC-77-46
Mary H. Forwood	Airports Program Spec. (Instr.)	AAC-960	AAC-77-71
Eugene Anderson	Chief, Quality Control Branch	AAC-820	AAC-77-108
Kevin Mungaven	Electronics Tech.	AAC-952	AAC-77-112
Robert E. Rogers	" "	"	"
Caryn L. Martin	Supervisory Data Transcriber	AAC-480	AAC-77-120
Charles E. Davis	Supervisory ATC Spec. (Terminal-Instr.)	AAC-930	AAC-77-123
Joseph Haubenstein	Supervisory ATC Spec. (Center-Instr.)	"	AAC-77-124
Leonard Roberts	Freight Classification Spec.	AAC-433	AAC-77-128
Russell E. Mosier	Supervisory Electronics Tech.	AAC-830	AAC-77-134
John C. Buzan	Training Instructor (ATC)	AAC-934	AAC-77-142
Eugene P. Lothes	Electronics Engineer	AAC-1020	AAC-77-143
William Kiespert	Computerized Typesetting Sys. Ldr.	AAC-45	AAC-77-159
Betty R. Fogle	Conveyances Examiner	AAC-250	AAC-77-161
Ronald D. Freels	Electronics Tech.	AAC-830	AAC-77-163
Cynthia Mayes	Clerk-Stenographer	OKC FIFO	AAC-77-166
Georgetta West	Education Specialist	AAC-914	AAC-77-181

ENERGY

THE CAUSES
FOR CONCERN

by Jacques-Yves Cousteau

National passions are too strong, human aggressiveness too deep-seated, for the peaceful and warlike atom to stay divorced for long.

(This article is printed by permission of the Cousteau Society, Inc., 777 3rd Ave., New York, NY. It was printed in "Mainliner", the in-flight publication of United Airlines, following its appearance as a speech given at the Conference on Nuclear Energy and World Order, United Nations, May 13, 1976. The FAA does not attempt to comment on or evaluate opinions expressed in this article, but we recommend reading by all personnel. Ed.)

When the sinister clouds from the historic Hiroshima and Nagasaki bombs mushroomed in the sky, leaving below a harvest of carbonized bodies, the world was brutally introduced to the nuclear age. Instead of stealing fire from heaven, Prometheus had extracted it from the very heart of matter. During the years following World War II, there was no doubt in my mind—I was a career navy officer—that, once more, progress born out of the inevitable horrors of war would be tamed for peaceful uses. Taming atomic bombs into atomic power—a source of clean, inexhaustible energy—was just a modern way to melt Roman swords into plowshares.

In the years since then, however, the nuclear issue has become clouded by global politics, by international economics, and by national and personal interests. No solution has been found to the crucial problem of how to dispose of nuclear waste. A new threat—terrorism—has made rational assessments pretty difficult. Simple, basic questions about actual efficiency, economic validity, and safety remain unanswered.

These gaps in our understanding are unsettling, to say the least. Nuclear technology has formidable implications for the way the world has to be run. No other single enterprise touches all the issues of our time: the need to avoid nuclear war, and the corresponding need to provide a basis for justice and equity among the communities of our planet; the right of all people to lead healthy and fulfilling lives; our right to social structures founded on dignity and freedom; our relationship to the beautiful, intricate, fragile, and increasingly imperiled living world on whose survival our own depends; and, above all, the obligations we bear to our descendants.

Today we are able to carry on our "energy trip" only by *cheating*—either we burn in a few decades the fossil carbon accumulated over hundreds of millions of

years, or we draw an atomic check on our descendants, endangering natural balances indispensable for the survival of our species. Since the war, we have entangled ourselves in a questionable energy option—the atomic cycle—and it will become more difficult and more costly to switch to other solutions with each passing year. The more wrong we are, the more stubbornly we persevere.

Could we not also pause long enough to consider the feasibility, on an international scale, of developing renewable resources to meet the energy needs of all people in all nations? Would not the advancement of appropriate nonnuclear technologies be a better place to concentrate international effort than nuclear promotion, which already has such powerful private and national interests behind it? Should we not take advantage of the possibility that radical changes in energy policy in a few countries, even in the United States alone, might remove the political support that now maintains nuclear momentum elsewhere? Might not the movement for a nonnuclear energy policy in the United States be translated into a strong international commitment to develop and make freely available those energy technologies that respect social and biological constraints?

Surely it is time we recognize that the proliferation of reactors and of bombs are two intertwined aspects of the same problem. Despite the best efforts and intentions of the people of the United Nations, human society is too diverse, national passions too strong, human aggressiveness too deep-seated, for the peaceful and the warlike atom to stay divorced for long. We cannot embrace one while abhorring the other; we must learn, if we want to live at all, to live without both.

It says much for the ambivalence of the atom that we had to have an Atoms for Peace program. How gratuitous it would be to suggest, for example, a Sunbeams for Peace program! Yet sunlight, in its many guises, is the force that has shaped and driven the miraculous living mechanism of this planet for billions of years. It embodies the best engineering, the widest safety

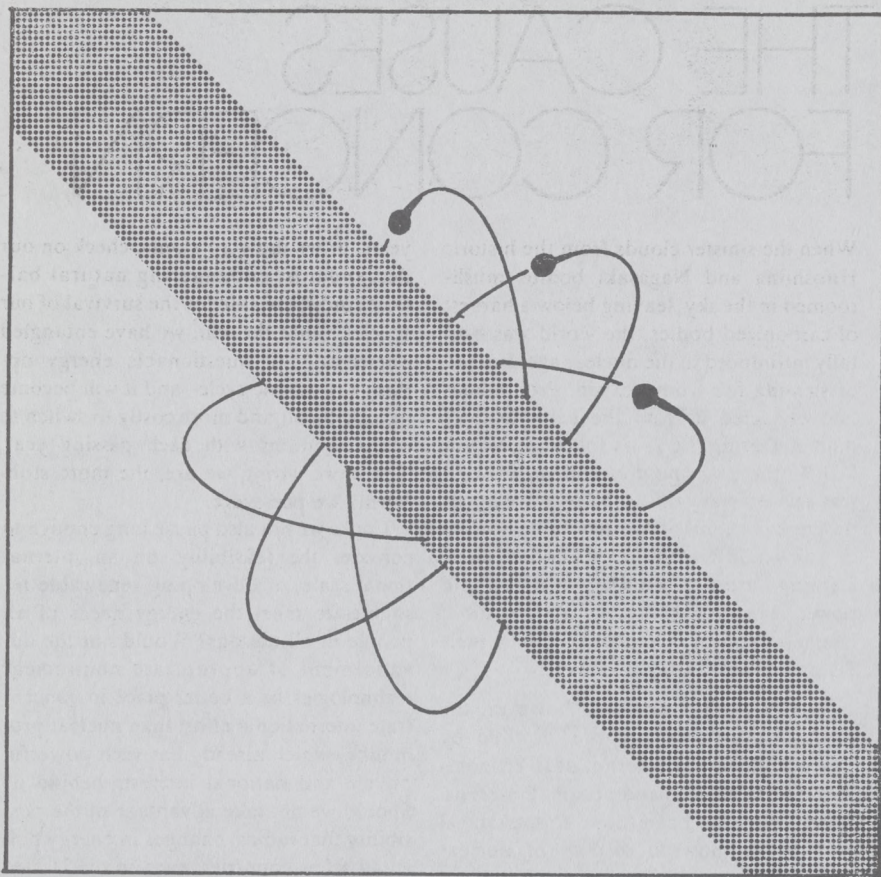


Illustration: K. Philipoff

margins, and the greatest design experience we know. It provides amply for our needs, yet limits our greed by automatically denying us the excesses of concentrated energy with which, in our misguided moments, we might do mischief to the earth or to each other. It is safe, eternal, universal, and free. It falls justly and equitably on south and north, east and west. It increases autonomy, fosters social diversity, and does not hurt the balance of payments. Its quality is constant and very high.

But the nonnuclear alternative receives only nominal research and development funding: more "tips" than grants. Why? Let us remember that atomic technology was born in wartime. Thousands of scientists, engineers, and technicians were trained, with no regard for cost, in the postwar nuclear arms race. This formidable army of nuclear specialists has no equivalent in other, safer fields, and it would be very difficult to transfer their

activities to the nonnuclear techniques that they ignore.

The basic nuclear issues are at least as much social and ethical as they are technical and economic, because they involve an unusual amount of risk in an unusual form—genetic risk. Even if we suppose—which has hardly been demonstrated—that mechanical and technical and even human failures have practically been eliminated, the problem of radioactive by-products remains. By an enormous factor, products of fission are more intensely radioactive, more plentiful, and more concentrated than are the naturally occurring radioactive materials that evolution has reluctantly accommodated (although life did not evolve at all until most of those materials had been safely locked away).

Both during operation and for periods as long as tens of millions of years—for far longer than human cultures have ever lasted—the toxic and explosive materials produced in enormous quantities in nu-

clear plants will have to be meticulously contained. This containment demands that extremely high levels of dedication, vigilance, and quality control be maintained without any interruption, indefinitely—a situation totally alien to the human condition. In other words, safe containment for future generations means that, if we go nuclear, from now on all nations of the world participating in the atomic venture will have to be ruled by stable governments and maintain reliable police forces for millions of years! This is simply unthinkable.

Recently, my crew and I were conducting archeological explorations in the Aegean Sea on board my research ship *Calypso*. We discovered on the island of Dia, only five miles off the northern coast of Crete, a submerged harbor probably built 5,000 years ago by Cycladic or proto-Minoan colonies. A careful excavation of the bottom of the harbor produced artifacts that told the story of Mediterranean civilization—a record of wars, revolutions, conquests, plunders, ecological crimes. In our own recent past, world wars, civil wars, revolution! How dare we brush that lesson aside and irresponsibly indulge in costly atomic commodities that are absolutely sure to bring about disasters to our great grandchildren?

A few cable lengths from *Calypso*, on the island of Dia, aerial photographs taken from my helicopter have revealed traces of Minoan villages and settlements, and the foundations of a long, ten-foot thick cyclopean wall, part of a formidable fortification system. In 1650 B.C., Santorini's volcano exploded one hundred miles away. A three-hundred-foot-high tidal wave swept away villages and fortifications, forests, and people, and left behind, as it did in other islands, bare rock. What would the consequences of such a disaster be in a nuclear-powered civilization?

I looked again at my desert island, once a paradise, covered with woods, refreshed by rivers, the very resort to which Theseus eloped for a honeymoon with Ariadne, and I wished there was a way to reintroduce into the fabric of human existence a sincere concern for the future.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-32 August 10, 1977

PAY HIKE RECOMMENDED

An across the board raise of 7.05 percent for Federal General Schedule employees has been recommended to President Carter by the Office of Management and Budget and the Civil Service Commission. The salary hike, which is based on the Bureau of Labor Statistics' industry pay comparability figures, could go into effect in the first pay period beginning after October 1.

FAA IN NATIONAL GEOGRAPHIC

The August issue of the National Geographic carries a lavishly illustrated article of particular interest to FAA employees. The Air Safety Challenge concentrates on approach-and-landing accidents. The author, Michael E. Long, a one-time Marine Corps pilot, characterizes aviation's safety record as one that "equals or excels that of any other mode of transportation," but he goes on to say that the "number of fatal approach-and-landing accidents remains stubbornly constant..." The article goes into detail about the fatal (wind shear) crash of Eastern Flight 66 at New York's JFK Airport. Much of the article concentrates on low visibility flying, particularly during approaches. Concluding with a section on Toward a Safer Tomorrow, the author discusses Heads-Up-Display equipment and Category III automatic landings.

NEW PROCEDURES CAUSE DROP IN AIRCRAFT DELAYS

In spite of an extremely severe winter and a six percent traffic increase, aircraft delays at terminal airports and en route centers have declined for 10 consecutive months when compared with the corresponding month for the previous year. While the overall delays were down 33 percent for this period, average monthly declines have ranged from a high of 56 percent in January to eight percent in July. Last month aircraft delays were down from 179 in July 1976 to 120. According to Tom McGonigal, Acting Chief of NASCOM, this significant and continuing drop in the number of delays is principally the result of the improved approach control procedures at Chicago's O'Hare Airport, where aircraft are being landed simultaneously on three different runways. Other factors are improved central flow control procedures and practices in the Washington Systems Command Center as well as the efforts of controllers and maintenance personnel throughout the system. The monthly delay figures are based on reports from 23 major air carrier hub airports, the 20 domestic centers and any other airport experiencing significant delays.

FAA WORLD SALUTES A F TECHNICIANS

Airway Facilities engineers and technicians come out of obscurity and get some well-deserved recognition in the August FAA World. The cover story--"Nothing Stays the Technician"--details the problems A.F. people have just getting to many of the sites they service. "What It Takes to be the Best" gives away some of the trade secrets of the Wichita A.F. Sector, the national award winner for the past two years. "The Case of the Bouncing Bruin" tells of the encounter a field maintenance party had with a playful bear in Alaska. You'll also find an excerpt from a forthcoming volume in the FAA history series that recalls the fumbling of Federal accident investigators on the Knute Rockne crash. There are other features as well along with Direct Line, Federal Notebook, Heads Up and Small World (back after two months.)

NEW RADARS SHIPPED

The last of 63 airport surveillance radars--known as the ASR-8--produced by Texas Instruments Inc., under the current contract is on its way to a site in Fairbanks, Alaska. The basic equipment, which is housed in two trailer-like structures, and the antenna are being sent to Seattle on trucks. There they will be off-loaded onto barges for the voyage to Anchorage, where once again the unit will be put onto trucks for the journey to Fairbanks. The new Fairbanks ASR-8 is scheduled to be operational next spring. Designed for use at high and medium traffic airports, the dual-beam, solid-state equipment substantially reduces clutter on the controller's screen. It also improves the detection of light aircrafts, particular those at low altitudes. Most of the ASR-8s are replacing ASR-3s, 4s, 5s, and 7s. Two of the radars will temporarily be stored in Dallas awaiting site construction.



Effective with the September issue, FAA WORLD will no longer be mailed to employees' homes. Direct facility, region and center distribution on a one-for-one basis will be made from Washington. Field offices and facilities have been requested to make immediate distribution so that there will be no delay in receipt of the magazine. We encourage you to take the magazine home so your families may develop and maintain an interest in aviation and FAA where you spend a third of your day. As part of the economy move, most outside-the-agency distribution will also end; however, mailings to FAA retirees will be continued through the regions. Requests from retirees should be submitted to regional distribution officers.

SMALLER NUMBERS OKed

Administrator Bond announced at the Experimental Aircraft Association annual convention in Oshkosh, Wis., last week that the FAA has changed its rules to permit use of smaller registration markings on most small fixed-wing aircraft. Under the amended rules identification "N" numbers as small as three inches can be used on planes that fly less than 180 knots. These markings must be displayed on both sides of the vertical tail or the fuselage. The tail markings may be either horizontal or vertical. There is no change in the requirements for registration markings on other fixed-wing aircraft. They still must have 12-inch markings on both sides of the vertical tail or fuselage.

FY 1978 BUDGET

FA's \$2,139 million, 1978 budget was signed by the President last week. Here is a breakdown of how the money is to be spent with a comparison to last year's allotments.

	1977	1978
Operations	\$1,737,800,000	\$1,802,700,000
Facilities, engineering and development	15,500,000	14,263,000
Facilities and Equipment	200,000,000	200,000,000
Research, Engineering and development	74,350,000	80,800,000
Grants-in-aid for airports		15,000,000
Operation and Maintenance Metropolitan Washington Airports	21,500,000	21,273,000
Construction MWA	5,000,000	5,500,000

DISTRIBUTION PROBLEMS

The Office of Management Systems regularly hears from employees concerned about waste, who complain that their offices get too many copies of agency directives, notices and the like, or that they receive issuances they don't need. AMS says a certain amount of this is inevitable because, with over 2,000 addressee within the agency, it's virtually impossible to create a distribution pattern that would cover every possible combination of copy requirements for all addressees. The devise a system that could handle such requirements would be very expensive. However, AMS wants to know about any problems or suggestion you may have. Here's how you do that: First, check Order 1720.18, FAA System for Distribution and Stocking of Issuances, along with any local implementation or supplements. Then, discuss the matter with your local distribution representative. Be as specific as possible. Cite the particular publication and dates involved. Your distribution representative will then contact S-130 or the OPI depending on the type of problem. We need your help to make the system work better.

DOT DOINGS

The DOT has thrown its weight behind two proposals designed to improve the lot of air travellers. The Department is supporting a plan that would permit Florida-bound vacationers to ship their cars by rail from Virginia to the Sunshine State while they make the trip by plane. In a letter to the Interstate Commerce Commission, DOT said it favored a petition by Auto-Train Corp. to provide this service, calling it a "profitable, efficient and desirable type of intermodal service." The Department also is backing changes in the 1929 Warsaw Convention to improve the compensation system for persons involved in accidents aboard international air carriers. DOT told the Senate Foreign Relations Committee that the 1929 pact "is antiquated and needs to be updated in order to assure fair and equitable treatment of passengers and shippers." One of the changes under consideration would provide a maximum recovery of approximately \$315,000 plus unlimited medical expenses for passengers or their estates for losses resulting from air accidents anywhere in the world.

SELF-DEVELOPMENT OPPORTUNITY . . . Representatives from Oklahoma City University will meet with all interested employees concerning educational opportunities in Room 153, Headquarters Building, at 10:00 a.m. on Wednesday, August 17, 1977. This will be followed by individual discussions with those interested in specific programs at the undergraduate or graduate levels. For those of you who are interested in furthering your education, this is a unique opportunity to discuss your plans with a college advisor. For further information, contact the Training Branch, AAC-17, Ext. 4156.



BLOOD DONATIONS NEEDED . . . Thursday, August 11, is the day to donate a pint of blood. Call Mary Chastain, Ext. 4159, or Olivia Boyiddle, Ext. 4707, to make your appointment.

WAGE SURVEY BEGINS IN AREA . . . A full-scale wage survey of 86 companies in the Oklahoma City area will begin August 10, 1977, as teams from Tinker Air Force Base, the Veterans Administration Hospital, the FAA Aeronautical Center, and the Air National Guard start collecting information.



Results of this survey will determine whether the hourly rates for Federal Wage Grade employees are in line with rates for similar work in private industry.

Also to be determined is the need for inclusion of pay data from outside the Oklahoma City area for jobs peculiar to the aircraft industry. Surveys conducted in 1975 and 1976 have included data from Tulsa area aircraft companies.

The wage information will be reviewed by the Department of Defense which has the responsibility for developing a pay schedule. Any pay adjustments authorized are to be made effective October 16, 1977, and will apply to WD, WG, WL, and WS positions.

August 10, 1977

EMPLOYEE AWARDS . . . Congratulations to the following employees
who received awards during July 1977:

Quality Increase Awards:

Norman H. Stevenson, AAC-442E1
Jacob A. Davis, AFS-510

Special Achievement Awards:

Mary Ann Grumann, AAC-60
Christine T. Parrish, AAC-70
Jeffie A. Standridge, AAC-493
Donna S. Guest, AAC-480
Vina L. Showers, AAC-480
H. C. Huff, AAC-442D1
James H. Dennis, AAC-442D1
Ray D. Crawford, AAC-431
William Shaw, AAC-431
Ted O. McCarley, AFS-507

Adopted Suggestions:

David C. Hehmeyer, CAMI
Hazel B. Whitson, Registry
Monroe Spaulding, Data Services
Don McCraw, Data Services
Charles J. Self, Depot
Mary A. Mustain, Depot
Charlotte L. Martin, Depot
Gerald Mikuenski, Academy



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

- Gaslight Dinner Theater - "The Good Doctor" - \$9.90
- Lincoln Plaza Playhouse - \$1.00 discount on Tuesday & Sunday
- Six Flags Over Texas - \$6.95
- Silver Dollar City - Adult \$6.50, Child \$5.50
- Nat'l Banjo Championship in Cement, Ok, Aug. 18-21 - \$5.00
Children under 12 free. Tickets available until Aug. 15
- OKTOBERFEST Council of Oklahoma, Sept 16-18 - \$2.00

TICKETS ARE ON SALE FOR THE STATE FAIR RODEO AND ICE CAPADES

ICE CAPADES: Friday night, Sept. 23; Saturday Matinee, Sept. 24;
Monday night, Sept. 26; Wednesday night, Sept. 28. Adult \$6,
Child under 12 \$4.80 or Adult \$4.80, Child under 12 \$3.60.

RODEO: Friday Matinee, Sept. 30; Saturday noon, Oct. 1; and
Sunday matinee, Oct. 2. Adult \$6.00 and \$4.80, Child under
12 \$3.60, except for Sunday.

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 ANNOUNCEMENT

Closing Date: August 17, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>AIRCRAFT SERVICES BASE</u>			
77-208	Electronics Technician, GS-856-5	AAC-830	856
Position has promotion potential to GS-9 without further competition.			

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

Closing Date: August 24, 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-77-62	Secretary (Stenography), GS-318-5	AFS-570	318



"service to those who fly"

Intercom

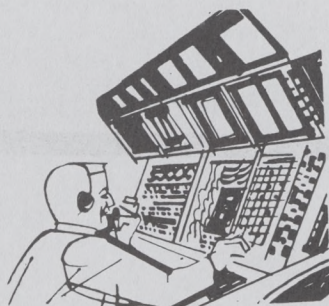
AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-33 August 17, 1977

R. Desmond "Des" Gibson, Chief, Aircraft Services Base, Aeronautical Center, died Sunday, August 14, 1977. Funeral services were held Tuesday, August 16. Des Gibson had been ASB Chief since March 1974. He entered FAA service as a Crash Injury Specialist at the Aeronautical Center in 1962. His service time with the FAA included a period as an aviation safety officer in Washington, D.C. He was Chief, Operations and Maintenance Branch, Flight Standards in Headquarters from 1967 until 1974. Gibson was born in Ireland; served with the Royal Air Force during World War Two, and was a pilot with Aer Lingus (Irish Airlines) before taking a number of other aviation-related positions with private firms in the United States.

WEATHER DETECTION IMPROVED

As part of the continuing campaign to provide controllers and pilots with more reliable weather information, FAA and the National Weather Service (NWS) have agreed to remote three NWS radars to the Atlanta en route Center. These radars are capable of displaying six different intensities of weather from mild to severe or hazardous. Also the sweep of the radar antenna can be stopped to scan a thunderstorm from top to bottom. This means that not just the location but also the altitude or height of weather disturbances can be determined. In the Atlanta Center one specially designed console, capable of displaying any one of the three radars, will be manned by a FAA Weather Coordinator. The weatherman will inform sector controllers of the intensity of thunderstorms in their areas, and controllers will pass this info on to pilots. This demonstration, which will continue until November 1, will help the ATC System Programs Division to determine operational requirements for weather detection and display in the 1980s. The three radars are located at Centerville, Al. (to go operational August 26); Athens, Ga. and Volens, Va.



TRAFFIC FLOW MAINTAINED AS CANADIAN ATCs STRIKE

The agency last week initiated pre-arranged contingency plans and procedures when Canadian air traffic controllers went out on strike. Affected by the walk-out of the Canadian ATC Association (CATCA) were all U.S. airline flights that normally overfly parts of Canada. Included were both transpacific and transatlantic flights, as well as flights to Canadian and Alaskan cities. Oceanic Control in the New York en route Center rerouted all north-east U.S./European traffic to more southerly routes which avoided Canadian domestic airspace. This necessarily reduced the capacity of the transatlantic ATC system and caused delays of up to six hours in some cases, but the flow of traffic was maintained. According to flow controller Leo Donovan in Oceanic Control, the scenario, devised well ahead of time, "worked out very well." He did add that for a few days controllers had a "tremendous workload." Airports on the U.S./Canadian border also were unusually busy. But at Niagara Falls, N.Y., for instance, controllers took the extra 35 to 40 daily air carrier flights in stride. In Washington Headquarters, a command post was set up in the Systems Command Center for the duration of the emergency to make (see page 3)

GUIDE NAMED

For those of you who may have missed it, the name of the publications guide announced in last week's INTERCOM is *GUIDE TO FEDERAL AVIATION ADMINISTRATION PUBLICATIONS*. Copies from TAD-443.1.

ALLOTMENTS ARE FOR FREE

As a condition for allowing allotments to be made to financial organizations, Treasury Department regulations require that those financial organizations must agree to absorb the standard service fee which Treasury charges. Employees having such allotments are to be credited with the total amount of their allotment and no service charge is to be passed on to them. If a financial organization is unwilling to absorb these service charges, then the employee should consider cancellation of any allotments sent to that financial organization and establishing a new allotment to another financial organization. Standard Form 1198, which is used to start or cancel an allotment, can be obtained from payroll offices. For further info call Peter J. Verdin, x68141.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). MONTREAL 2 years - PC-24/77 Systems Analyst, P-3, Gross: \$23,910 per annum and Net (free of tax); \$16,978 without dependents and \$18,193 with dependents per annum. Applications due in AIA-19 by 10/2/77. PC-25/77 Technical Officer, ALG, P-4, Gross: \$29,940 per annum and Net (free of tax); \$20,209 without dependents and \$21,756 with dependents per annum. Applications due in AIA-19 by 9/6/77. Additional information about salary, qualifications and benefits is available at your personal office. Federal employees accepting ICAO assignments are entitled to restoration rights.

STRIKE (from page 2)
sure the contingency plans and procedures were initiated and to follow-up and evaluate the appropriateness of these plans. It was staffed by a three-member team that included two representatives from the ATS Operations and Procedures Division and a Canadian liaison officer. The team also functioned as an ad hoc group, making decisions as unforeseen situations occurred and coordinating the decisions with the British in Preswick, Scotland, and the Canadians at the Gander (Canada) Oceanic Area Control which was not affected by the strike.

TALKING PLANES HOME

Specialist Robert T. Deer of the Williamsport, Pa., Flight Service Station was searching for an airport free from thunderstorms. He called Lock Haven, Bloomsberg and Selinsgrove but had no luck. The storms were general throughout his section of Pennsylvania, and he had a single engine plane holding at 5,700 feet northeast of his station. Fuel was running low in the circling plane, but suddenly the pilot got a reprieve. Deer noticed there was a hole in the otherwise solid overcast close to the airport. Using his direction finding equipment, Deer led the pilot to the patch of sky just above the hole. Forty-three minutes after the initial contact, the pilot landed safely just before another thunderstorm broke across the field. During the month of July, 356 flight assists were reported--161 by flight service stations, 140 by towers and 55 by centers. There were a total of 644 people reported on board the aircraft involved.

OUTSTANDING HANDICAPPED HONORED

Honored in ceremonies held last week at Headquarters was Coval Hale who was selected as the agency's outstanding handicapped employee for 1976. He is an engineering draftsman at the New England regional headquarters.

GOODBYE IPC/HELLO ATARS

FAA's Office of Systems Engineering Management has changed the name of Intermittent Positive Control (IPC) to Automatic Traffic Advisory and Resolution Service (ATARS) in an effort to clarify and specify the kinds of service to be provided to aircraft under this concept. ATARS (nee IPC) is a long-term goal of the agency's Aircraft Separation Assurance Program. It will utilize the data-link feature of the Discrete Address Beacon System to make both traffic advisory and conflict resolution service automatically available to all aircraft in controlled airspace.

LONG-TERM TRAINING ALERT

FAA employees interested in an in-depth training program should be on the look out for the announcement for 1978-79 Long-Term Training Programs. This announcement is being distributed throughout the agency this week. Applications for this program must be in about September 16--depending on the region. Those who are selected for this training will attend major graduate schools for an academic year and receive salary as well as per diem. Long-term training programs include:

- Air Transportation Systems Specialist (ATSS) Program
Transportation Studies, University of California, Berkeley, GS 11-14, 3 years FAA experience, college, degree, math through calculus, 6-7 participants.

- Education for Public Management (EPM) Program
Public Administration, Cornell, Harvard, Indiana, MIT, Princeton, USC, U. Va., and Univ. of Washington, GS 11-14, college degree, demonstration of high potential, 4-5 participants.
- Air War College
Management and national security, Maxwell AFB, Montgomery, Alabama, GS-15, 14 years civilian/military service.
- Industrial College of the Armed Forces (ICAF)
Management, Economic and Political Aspects of National Security, Ft. McNair, Washington, D.C., GS 15-16, college degree, 14 years civilian/military service, 1 participant.
- Educational Program for Federal Officials At Mid-Career (Princeton Midcareer)
Public and International Affairs, Princeton University, GS-16 or above in key managerial positions, college degree, 1 participant.
Interested employees should refer to the Announcement, Notice 3155.4, for application procedures, and should contact the Training Branch, AAC-17, X4156, for further details.

ORDER CANCELLED

The following AAF order is cancelled and will be reflected in the next edition of the FAA Directives Checklist: 6040.14, Airway Facilities Service, Maintenance Automated Reporting System (MARS) News Bulletin (RIS: AF 6040-70)

August 17, 1977



WOMEN'S EQUALITY WEEK PROGRAM . . . On Monday, August 22, 1977, at 1:00 p.m. in the Headquarters Auditorium, a program will be held in conjunction with Women's Equality Week. Dr. Barbara Uehling, Provost of the University of Oklahoma, will speak on "What Chance Does a Woman Have?" This event is being sponsored by the Federal Women's Program and was arranged by Mattie Francis, AAC-300, Federal Women's Program Coordinator for the Aeronautical Center. All interested personnel are invited to attend.

OUTSTANDING SUMMER AIDS . . . In the annual awards program for summer aids held on Thursday, August 11, 1977, Special Achievement Award Certificates, plus a \$35 cash award, were presented to this year's most outstanding girl and boy summer aids - Colleen Davis and Gary Matlock. Miss Davis, who will be a senior this fall at U.S. Grant High School, worked this summer in the Airmen and Aircraft Registry. Mr. Matlock, who will be a sophomore this fall at Edmond Mid-High, worked this summer in the Facility Support Division.

The FAA's 1977 Federal Summer Employment for Youth Program afforded the opportunity for the Aeronautical Center to provide summer employment for 70 young people. This year's summer aid program began June 7, 1977, and ends August 19, 1977.

STAIRWELL LIGHTING . . . The reduced levels of illumination which we are currently using in some areas of the Center to conserve energy do not apply to building stairwells. To help insure safe footing in stairwells, any employee who finds a stairwell light burned out is asked to report it to the maintenance desk, Ext. 2687.

EQUIPMENT DEMONSTRATION . . . The John Fluke Manufacturing Company's mobile display van will be at the Aeronautical Center Tuesday, August 23, 1977, to exhibit their product lines of precision testing and measuring instruments. The van will be located in front of Headquarters Building from 1:00 until 4:30 p.m. All interested personnel are invited to view this equipment display.

August 17, 1977

- 6 -

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 ANNOUNCEMENT

Closing Date: August 24, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>FACILITY SUPPORT DIVISION</u>			
77-210	Electronics Technician, GS-856-9	AAC-52	856
	Position has promotion potential to GS-11 without further competition. Requires 1 year experience on NAS equipment. Person selected will be required to sign a training agreement.		
<u>PROCUREMENT DIVISION</u>			
77-211	Procurement Clerk (Stenography), GS-1106-4	AAC-70	1106
77-191	Realty Specialist, GS-1170-12	AAC-73	1170
<u>DATA SERVICES DIVISION</u>			
77-212	Computer Aid, GS-335-4	AAC-340	335
	Position has promotion potential to GS-5 without further competition.		
<u>FAA DEPOT</u>			
77-213	Supply Clerk, GS-2005-5	AAC-430	2005
	Candidate selected must be able to secure a U.S. Government driver's license. Position involves operation of forklift and onsite physical inventory.		

TRANSPORTATION SAFETY INSTITUTE PROMOTION PLAN ANNOUNCEMENT

TSI-77-7	Librarian, GS-1410-11	TES-15	1410
	Area of Consideration: TSI and Aeronautical Center-wide.		

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

*FSNFO-77-63	Flight Inspection Schedule Coordinator, GS-301-12	AFS-530	301-18
*FSNFO-77-64	Airspace System Inspection Pilot, GS-2181-13	AFS-530	2181
*Closing Date:	August 31, 1977	Area of Consideration: FSNFO-wide	

August 17, 1977

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
Edgar J. Koscielniak	ATC Specialist (Terminal-Instruction)	AAC-930	AAC-77-48
Jon R. Musser	ATC Specialist (Terminal-Instruction)	AAC-930	AAC-77-48
Cleo R. McGoveran	Supervisory Aviation Safety Inspector (Operations-Instr.)	AAC-953	AAC-77-56
Wayne T. Kinchen	Supervisory ATC Specialist (Station-Instruction)	AAC-930	AAC-77-125
Joy C. Allen	Supervisory ATC Specialist (Station-Instruction)	AAC-930	AAC-77-126
Bryan H. Burleson	Supervisory ATC Specialist (Station-Instruction)	AAC-930	AAC-77-126
James E. Henderson	Chief, Aircraft Registration Branch	AAC-250	AAC-77-127
Maurice C. Anders	Airspace System Inspection Pilot (Instruction)	AAC-950	AAC-77-147
Rosetta Henderson	Coding Clerk	AAC-101	AAC-77-160
Mike J. Zink	Computer Programer	AAC-320	AAC-77-168
Estella L. Owens	Computer Operator	AAC-340	AAC-77-169
Travis L. Ray	Computer Operator	AAC-340	AAC-77-169



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

August 22, 1977

S P E C I A L E D I T I O N

TO: All Managers and Supervisors

This Special INTERCOM is published to provide up-to-date descriptions of the courses taught at the Federal Aviation Administration's Management Training School (MTS) at Lawton, Oklahoma. It also includes the MTS class schedule for Fiscal Year 1978. You are encouraged to retain this INTERCOM for use as a reference in determining which course(s) would be most suitable for you or your subordinates to attend.

Class allocations for FY-1978 have been made by the Training Branch, AAC-17, based upon requirements submitted by the staff/division organizations. You should utilize the schedule for FY-78 in this INTERCOM along with the allocations to schedule employees before they become overdue for recurrent training. Recurrent training is required for supervisors within every three-year period.

01103 MANAGEMENT BY TEAM ACTION, 40 hours (1 week)

This course is for managers and their subordinate supervisors who normally work together as an organizational entity. The course consists of two segments: 1) a pre-course period of study and preparation, and 2) a 5-day assembled session with emphasis on the application of theory and concepts. The course is not taught in the usual sense. Rather, participants are organized into teams whose objectives are to solve a series of management problems. These problems have objective solutions against which both individual and team performance can be measured. Various appraisal instruments are used to evaluate effectiveness before and during the course. Periodic critique sessions are used to help each participant evaluate his team action skills.

Prerequisites: None

01200 SUPERVISORY TRAINING COURSE, 120 hours (3 weeks)

This course is for new selectees to supervisory or middle management positions, current supervisors in operational segments of the agency, and all other supervisors, in that order. Classroom instruction includes the FAA organization, supervisory responsibilities, functions of management, personnel practices and procedures, human relations and motivation, fundamentals of communications, training, coordination techniques, and public relations. Laboratory sessions include the application, by various methods, of the classroom instruction in a simulated environment.

Prerequisites: None

01201 PERFORMANCE IMPROVEMENT AND EMPLOYEE APPRAISAL, 40 hours (1 week)

This course is for all supervisors and middle managers who have completed 01200, Supervisory Training Course, or 01300, Managerial Training Course. Classroom instruction includes an in-depth study of the FAA Performance Improvement Program and the Performance Evaluation Record. Laboratory sessions include the application, by various methods, of the classroom instruction in a simulated environment.

Prerequisites: 01200, Supervisory Training, or 01300, Managerial Training

01202 LABOR RELATIONS FOR MANAGERS, 40 hours (1 week)

This course is for all supervisors and middle managers who deal with labor organizations on a continuing basis. Classroom instruction includes consultation, management/union communications, contract administration, grievances, and arbitration. Laboratory sessions apply information taught in the classroom in a simulated environment.

Prerequisites: 01200, Supervisory Training, or 01300, Managerial Training

01203 CONSTRUCTIVE DISCIPLINE, 40 hours (1 week)

This course is for all supervisors and middle managers who have completed 01200, Supervisory Training Course, or 01300, Managerial Training Course. Classroom instruction includes disciplinary principles, the appeals system, disciplinary actions, behavior problems, the code of ethics for government service, and disciplinary grievances. Laboratory sessions apply information taught in the classroom in a simulated environment.

Prerequisites: 01200, Supervisory Training, or 01300, Managerial Training

01204 INTERPERSONAL BEHAVIOR IN PROBLEM-SOLVING, 80 hours (2 weeks)

This course was under development at the time the catalog was prepared. It is intended to provide counseling technique skills needed in the face-to-face problem-solving conference to aid in problem prevention, problem solution, and employee development.

Prerequisites: 01200, Supervisory Training, or 01300, Managerial Training

01300 MANAGERIAL TRAINING COURSE, 75 hours (2 weeks)

This course is for new selectees to middle management positions, current middle managers in operational segments of the agency, and all other middle managers, in that order. Classroom instruction provides knowledge and skills of the interrelationships and functions of three systems: administrative, human, and operations. Laboratory sessions allow application of information taught in the classroom in a simulated environment.

Prerequisites: None

01302 MANAGERIAL EFFECTIVENESS, 40 hours (1 week)

This course is designed to prepare the mid-level manager for the more advanced and refined management philosophies; cover the goals-directed approach to management; provide understanding of the philosophies of management and the development of them in written form; and provide an in-depth study of group processes and communication as they relate to influencing managerial decision-making, problem-solving, and implementation of action to increase managerial effectiveness.

Prerequisites: 01300, Managerial Training

FY 1978 Class Sc

COURSE	no classes	weeks per class	inst group	room	CY 1977																			
					OCT				NOV				DEC				JAN		FEB					
					3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	6	13
01200* SI	13	3	A	200	7801					7802				7803					7804	7805				
01200* SI	13	3	A/D	205	7801					7802				7803					7804	7805				
01200* SI	13	3	B	212	7801					7802				7803					7804	7805				
01200* SI	11	3	B	106	7801									7803					7804	7805				
TOTAL SI	50																							
01103 MT	10	1	HOST	300/ 305/ 312						GL											GL			
01201 PI	10	1	A	312							1		2					3		4				
01303** RM	13	2	A	305		1					2									3	4			
01501* DH	4	2	B/A/D	312		1													2		"			
01505 EO	6	1	B/A/C	305							1								2					
01508 SS	7	1	B	312					1												2			
01509 PM	4	2	B	106							1													
01300 MI	8	2	C	101						1				2					3					
01202 LR	26	1	C	101		1	2				6		8					11		14	16	17		
01202 LR	26	1	C	111			3		4	5	7			9	10			12	13	15				
TOTAL LR	52																							
01203 CD	26	1	C	100			1		2	3			4					5	6		7	8		
01304* OS	16	1	D	100		1				2				3	4					5	6			
01511 PE	6	2	D	114														1						
01204** IB	8	2	D	114						1				2								3		
NUMBER OF CLASSROOMS						8	6	10		9	9	9		7	11	11			9	9	9	10	9	2
NUMBER OF CLASSES						8	6	7		9	9	9		7	8	8			9	9	9	7	9	2

01103=Management Team Action
 01200=Supervisory Initial
 01201=Performance Improvement
 and Employee Appraisal
 01202=Labor Relations for Mgmt

01203=Constructive Discipline
 01204=Interpersonal Behavior
 in Problem Solving
 01300=Managerial Initial
 01303=Resource Management

01304=Occupation
 Management
 01501=Developing
 Skills
 01505=EEO Course

*Class begins on a Tuesday
 **Class begins on a Thursday
 ***Class schedule is subject to program change by management

SCHOOL (MTS)

Schedule ***

CY 1978																																												
FEB					MAR					APR					MAY					JUN					JUL					AUG					SEP					OCT				
13	20	27	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9										
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 unselor Effectiveness

01508-Staff Specialist
 01509-Management for Program Managers
 01511-Program Evaluation

01303 RESOURCE MANAGEMENT, 60 hours (1 week, 2-1/2 days)

This course is for personnel involved in resource management responsibilities and activities. The course includes classroom study and workshops addressing the concept, role, purpose, and process of resource management; and legislative and administrative bases for resource management.

Prerequisites: 01200, Supervisory Training, or 01300, Managerial Training (Consideration may be given to certain others who are required to plan for, acquire, and allocate personnel, funds, and materials through the budgetary process.)

01304 OCCUPATIONAL SAFETY FOR MANAGEMENT INSPECTORS, 35 hours (1 week)

This course is for the supervisor/manager involved in occupational safety and health as a collateral duty. The course includes classroom study and workshops addressing the requirements of pertinent legislation, Executive Order 11807 and FAA policies and directives concerning occupational safety and health. Subject areas include safety standards and their use, conducting safety inspections, and recognizing safety hazards and unsafe conditions.

Prerequisites: 01200, Supervisory Training, or 01300, Managerial Training (Consideration may be given to certain others who require this specialized knowledge.)

01501 DEVELOPING HUMAN RELATIONS SKILLS, 68 hours (1 week, 4 days)

This course is designed for FAA employees, primarily Flight Standards, who have extensive dealings with people either in the public sector or in other functional areas within the agency. The purpose of the course is to increase the individual's personal effectiveness in dealings with others. Activity is evenly divided between classroom presentations and workshops. Classroom instruction includes the adult learner, human understanding, self-analysis, establishing personal objectives, listening, making presentations, communication, interviewing, group relationships, conference leadership, personality, stress, motivating and influencing people, public relations, and social influences on behavior. Workshops are closely-related job situations in which behavioral skills that have been presented in the classroom are practiced by each individual, and performance in each area is evaluated by self, peer, and instructor, with an eye to constant improvement.

Prerequisites: None

01502 FOREIGN ASSIGNMENT RESOURCE EMPLOYEE (FARE) INTERVIEWING, 32 hours (4 days)

This course is for individuals who have been selected and designated to serve as interviewers of applicants for either foreign or non-foreign overseas assignments. It is divided into approximately 12 hours of instruction on interviewing techniques and 20 hours of laboratory and workshop exercises in actually conducting and evaluating interviews. The course uses closed-circuit TV with playback capability for interview workshops and critique. Each class member is required to conduct and evaluate at least two interviews. After completion of the course, the trainees should be able to assist in screening applicants and their families for suitability for overseas assignments, and write meaningful reports of the interviews.

Prerequisites: None

01505 EEO COUNSELOR EFFECTIVENESS, 40 hours (1 week)

This course is designed to train EEO counselors in FAA. Emphasis is placed on providing EEO counselors needed knowledge above and beyond that received in the basic Civil Service Commission EEO Counseling course. The course consists of formal classroom presentations and laboratory sessions. Classroom instruction includes human relations, the FAA organization and personnel management system, interviewing and counseling techniques, and report writing. Laboratory sessions include the application, by various methods, of the classroom instruction in a simulated environment.

Prerequisite: 17070, Basic Equal Employment Opportunity Counseling (CSC)

01508 STAFF SPECIALIST, 40 hours (1 week)

This course is for employees who perform staff specialist work. The main emphasis of the course is on the preparation and reporting of staff studies. The course consists of lectures, discussions, simulation, and actual case studies. Laboratory sessions allow for application of information taught in the classroom.

Prerequisites: None

01509 MANAGEMENT FOR PROGRAM MANAGERS, 80 hours (2 weeks)

This course is for FAA personnel, normally in non-supervisory positions, who have responsibility for the management of major FAA programs and are designated "Program Managers." The course consists of formal classroom and laboratory sessions with an emphasis on simulation. Classroom instruction includes establishing objectives, planning, resource utilization, communication, human behavior, conflict resolution, scheduling, problem analysis and decision-making, EEO, LMR, and organizational concepts.

Prerequisites: None

01511 PROGRAM EVALUATION, 80 hours (2 weeks)

This course is for personnel involved in program evaluation activities. The course includes classroom study and workshops addressing the concept, role, purpose, and types of evaluation; the role of the evaluator; legislative and administrative bases for program evaluation; the design, conduct, and reporting of an evaluation; and approaches to achieving and maintaining cooperative interpersonal relations.

Prerequisites: None

MANAGEMENT TRAINING SCHOOL CONCEPTS

The curriculum at the Management Training School has been developed around the following concepts:

The "Fundamental" concept. Emphasis at the School is placed on those fundamental knowledges and skills that attendees (students) must acquire in order to do their jobs efficiently and effectively. The focal point of the training is on "how to do" and "need to know" training.

The Training "Retreat" concept. The training is conducted on a "Live-in" basis at the MTS, Lawton, Oklahoma. The School is removed from the pressures of daily work and living. This enables the student to concentrate almost exclusively on how to become a more effective employee.

The "Pre-course Work" concept. For those courses requiring pre-course preparation, students are provided with pre-course material by their Training Office approximately two weeks before arrival at the School. Students are expected to prepare for the course by completing all reading and work assignments in the pre-course package before arrival.

The "Student Centered Training" concept. The programs at the School are structured to require active responses from the student, practicing those kinds of activities that will satisfy specific job-related outcomes. The training includes laboratory exercises, role playing, problem solving, discussions with instructors and fellow students, making decisions by use of a student response system, etc.

The "Simulation" concept. The MTS courses contain simulation exercises, in which the students apply what they have learned to situations which they will likely encounter on the job. These exercises necessitate immediate student involvement in problems, decision making, and application of FAA procedures. Each student, within a compressed time, is able to try different procedures and solutions which can be evaluated against those previously used.

The Concept of "Feedback." Frequently, data will be collected concerning student progress in the course. The feedback is analyzed, often on the spot, to enable the student or instructor to take remedial action to correct the learning or teaching deficiency.



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Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-34 August 24, 1977

AF EMPLOYEES LIKE THEIR JOBS IN-DEPTH STUDY REPORTS

A recent study of job-related attitudes held by Airways Facilities Service employees found that these technicians are generally satisfied with their jobs. Satisfaction is apparently strongest in areas judged to be most important by the employees themselves, namely, salary, job security, independence and personal responsibility, and achievement. At least three quarters of those queried expressed satisfaction in these areas. In general, more than 86 percent of those responding to the study indicated they were satisfied or very satisfied with their jobs, and 90 percent reported they liked their choice of occupation. These percentages are six to ten percent higher than those typically found in other work settings. Dissatisfaction was focused on various aspects of the job, such as shift rotation, management effectiveness, promotion opportunities and paperwork. The study, published this month, was done by Robert C. Smith and Gary L. Hutto of FAA's Civil Aeromedical Institute. A total of 2,366 AF employees responded to a detailed questionnaire circulated by the authors, who visited approximately 200 AF facilities and contacted another 200 by mail.

MAKING PLANES FAIL-SAFE

Expanded use of an advanced fail-safe aircraft design principle that allows an airplane to complete its flight safely despite the failure of a critical structural component would be required by the agency under a notice of proposed rulemaking issued last week. The principle, known as "damage tolerance design," calls for an airplane to be designed so that if a key component fails—because of fatigue, corrosion, or damage—other nearby components will assume the load until the failure is detected during required inspections and repaired. The damage-tolerance principle involves the use of such design features as duplicate or backup structures, crack-stoppers to limit the growth of cracks, and materials that have a slow rate of crack propagation. All are in wide use throughout the aviation industry.

VANDALS APPREHENDED

Alerted by an item in the Southwest AF regional newsletter, which claimed rodents were destroying essential navaid equipment at the Corpus Christi Airport, (See p.3)

TEST AIRPORTS SELECTED

The agency has completed the selection of the four airports that will participate in a test program to evaluate new non-destructive methods for determining the condition of airport pavement. Picked for the program were Los Angeles International, Denver Stapleton and Tampa International along with the previously-announced Burlington (Vt.) International Airport. Runway pavements at the four locations will be evaluated to determine their condition and load-carrying capabilities using two non-destructive test methods. The results then will be analyzed and compared by computer. Validation of the non-destructive test methods would permit a revision of FAA pavement evaluation standards and lead to millions of dollars in savings for the nation's airport operators. The study will be conducted for FAA under a \$174,000 contract by the New York consulting firm of Yang, Stevens and Fabian, Engineers.

AF CHIEFS LIST SET UP

Airway facilities Service's National Review Board recently finished interviews with 127 AF candidates who had successfully completed the local evaluation, Division level review and assessment center evaluation in connection with the National Airway Facilities Selection Program. As a result of these various evaluation procedures, national registers have been established with 81 names on the Sector Manager, GS-15 list; 30 on the Sector Manager, GS-14 list; and 40 on the Assistant Sector Manager, GS-14 list. The first selection from the national register was made this month when Rodman B. Gill was chosen as AF Sector Manager at Olympia, Wash.

AEROSTAT GROUNDED

FAA has terminated its negotiations with COMSAT General Corp. for leased communications channels on the proposed aeronautical satellite (AEROSAT). In a letter to COMSAT General, the designated U.S. partner in the international AEROSAT consortium, FAA noted that the Congress had deleted the bulk of AEROSAT funds from the FY 1978 budget and directed the agency to undertake a feasibility study to determine the correct timing and other requirements of this program. The objective of the AEROSAT program was to test and evaluate satellite communications on North Atlantic air routes. The first of two space vehicles was scheduled for launch in late 1979.

ASE ORDER CANCELLED

The following Office of Investigations and Security order is cancelled and will be reflected in the next edition of the FAA Directives Checklist: 1600.16A - Compliance and Security Activities.

BUTTON UP YOUR OVERCOATS

While most of the U.S. is sweltering through one of the most uncomfortable summers in years, the Alaskan Region Intercom is promising relief. It notes that sand cranes and geese already are headed south from the area of the Brooks Range and that muskrats along the Yukon are building the largest stick houses on record. The regional Intercom editor is predicting "the toughest winter in 50 years." Thanks, we needed that!

VANDALS (From page 1)

Washington maintenance officials got in touch with the Fish and Wildlife Service in Texas. With the help of local AF technicians, the Fish and Wildlife inspectors investigated the Corpus Christi situation and found that spare guy ropes, stored under the steps of the localizer shelter, were missing. Searching further under the shelter, they found a family of pack rats, a mother and two babies. The rats had discovered that shredding the papafil antenna guys produced excellent bedding material for their home and were living an illicit life of pleasure and comfort. Perhaps they didn't know that destroying Government property is a Federal offense. Still ignorance of the law is no excuse and the family was taken into custody and put on exhibit at a local shopping mall. Later, having served their time, they were turned back into the wild but far from their former home at the Corpus Christi Airport.

IDEAS TO SAVE \$\$\$ SOUGHT

The agency is seeking ideas from the aviation public on how to save money. The unique appeal for ways to cut costs was motivated by language in the Airport and Airway Development Act Amendments of 1976. This requires the DOT Secretary to "consult with and give due consideration to the views of users of (the airport and airway system) on methods of reducing nonessential Federal expenditures for aviation. The Secretary shall give particular attention to any recommendations which could reduce, without adverse effects on safety, future Federal manpower requirements and costs which are required to be recouped from charges on such users." FAA is asking that anyone with such an idea submit it in duplicate by August 31 to: FAA, AMS-1, 800 Independence Ave., SW, Washington, D.C. 20591.

NEW ORDER CONSOLIDATES

An agencywide workshop, sponsored by the Office of Environmental Quality was held recently at Headquarters to discuss the implementation of the new Order 1050.1B, Policies and Procedures for Considering Environmental Impacts, effective June 17. The new order consolidates, in a single document, FAA directives regarding policies and procedures for considering environmental impacts. It includes guidance on content and preparation, processing and filing of environmental impact statements and negative declarations, and guidance for citizen involvement. In discussing the new order, Duane Freer, Acting Associate Administrator for Policy Development and Review, stressed the critical need for close coordination between regional functions to avoid duplication of effort and to assure consistency in environmental considerations.

PEDESTRIAN LINK STUDIED

The agency has awarded a \$226,427 contract for design of a pedestrian connection between the recently-opened METRO subway station and the North Terminal at Washington National Airport. Under the contract, Daniel, Mann, Johnson and Mendenhall of Washington, D.C., will evaluate various types of pedestrian connections and determine which one best meets the present and projected needs of passengers at National Airport. The facility will be designed to link the METRO station directly with the North Terminal and must be sufficiently flexible to accommodate any future expansion or relocation of facilities within the terminal area. Plans are also under consideration for future linking of the METRO station with the Main Terminal.

WATCH YOUR REQUISITIONS . . . The Procurement Division is being flooded with requests to purchase certain office supplies on local purchases that are available through the GSA MILSTRIP/FEDSTRIP system. In particular, such requests include correction fluid (Liquid Paper) and thinner, IBM typewriter ribbons, decals, 3M scotch tape, and felt markers.



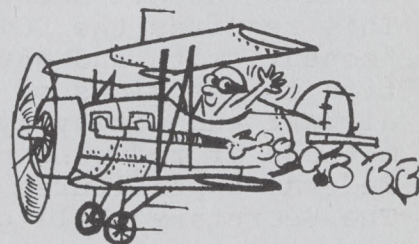
The Federal Procurement Management Regulations expressly prohibit any agency from purchasing items commercially when similar items are available through the GSA Supply Catalog, without a written waiver from the Commissioner, GSA, in Washington, D.C.

If defective or poor quality supplies are being received by offices at the Aeronautical Center, then such discrepancies must be reported to General Materiel Section (AAC-486) in accordance with Order 4250.9, Field Inventory Management and Replenishment Handbook, Chapter 5, Paragraph 52(d). Such discrepancies will be reported to GSA by AAC-486.

In order for GSA to be aware of these problems and to take corrective action on future purchases for their stock, everyone's cooperation is required. Please be sure to check the GSA Supply Catalog for available office supplies before submitting a requisition for local purchase. This will save us all a lot of valuable time.

EQUIPMENT DISPLAY . . . CPT of Oklahoma City will be displaying their line of word processing equipment on Friday, August 26, in Room 206D of the Aviation Records Building. All interested personnel are invited to attend this showing during the hours of 9:30 a.m. through 4:00 p.m.

FLYING CLUB MEETING SCHEDULED . . . The August meeting of the FAA Flying Club will be held Saturday, August 27, at Jerimiah Thumb's Restaurant, 4601 N. May Ave. Breakfast is at 8:00 a.m.; meeting at 9:00 a.m. Visitors and prospective members are welcome.



WOMEN'S EQUALITY DAY . . . August 26 is Women's Equality Day -- the day in history that the 19th Amendment to the Constitution was passed giving women the right to vote.

August 24, 1977

- 5 -

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

- Gaslight Dinner Theater - "The Good Doctor" - \$9.90
- Six Flags Over Texas - \$6.95 ea
- Silver Dollar City - \$5.50 child, \$6.50 adult
- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
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TICKETS NOW ON SALE FOR THE STATE FAIR RODEO AND ICE CAPADES

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Sept. 23, Friday night
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Sept. 26, Monday Night
Sept. 28, Wednesday Night

RODEO

\$6.00 - \$4.80

Sept. 30, Friday Matinee
Oct. 1, Saturday Noon
Oct. 2, Sunday Matinee

1977 FAA EMPLOYEES ASSN PICNIC

WHERE: Frontier City USA
WHEN: Saturday, September 10, 1977
TIME: 12 Noon until 5:00 p.m.
PRICE: EA Member and immediate family - Adult \$2.10,
Child under 12 \$1.60
FAA Students and guests of EA Member - Adult \$4.10,
Child under 12 \$3.60
Children under 1 year - Free

Ticket includes gate admission, unlimited rides (stagecoach excluded), and meal.

Dinner will be served from 1:00 p.m. until 3:00 p.m. in the picnic area.

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The FAA Northside Bowling League needs bowlers, both men and women. If you are interested, contact Marvin Conway, X2104. League bowling begins Monday night, August 29.

+ + + + +

August 24, 1977

- 6 -

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 ANNOUNCEMENT

Closing Date: August 31, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
77-219	Medical Record Technician, GS-675-4	AAC-130	675

Position has promotion potential to GS-5 without further competition.

<u>DATA SERVICES DIVISION</u>			
<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-196	Computer Specialist, GS-334-12	AAC-310	334
	Incumbent may be required to work different shifts with changing days off.		
77-214	Peripheral Equipment Operator, GS-332-3	AAC-340	332

Position has promotion potential to GS-4 without further competition. Incumbent will be required to work rotating shift.

<u>FAA DEPOT</u>			
<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-215	Tool and Parts Attendant, WG-6904-6	AAC-430	JE-6900
77-216	Warehouseman, WG-6907-6	AAC-430	JE-6900
77-217	Identification and Condition Verifier, WG-6966-7	AAC-430	JE-6900
77-218	Supply Clerk (Data Transcribing), GS-2005-4	AAC-430	2005

Applicants must be proficient in typing or data transcribing.

<u>FAA ACADEMY</u>			
<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-199	*Aviation Safety Inspector (Operations- Instruction) GS-1825-12/13	AAC-951	1825

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

Closing Date: September 14, 1977

August 24, 1977

- 7 -

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>		
77-200	*Airspace System Inspection Pilot (Instruction), GS-2181-11/12/13	AAC-954	2181

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). This requirement may be waived for positions filled below the GS-13 level. Applicants selected at the GS-11 or GS-12 levels will be eligible for promotion to the GS-13 level without further competition.

Closing Date: September 9, 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.

77-195	<u>AIRWAY ENGINEERING SUPPORT DIVISION</u> Electronics Engineer, GS-855-14	AAC-1020	855
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FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: September 8, 1977

Area of Consideration: FAA-Wide

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-59	Aviation Safety Inspector (Airworthiness), GS-1825-13	AFS-580	1825
	Incumbent must possess experience and knowledge gained as an FAA Inspector in a district, region, headquarters or equivalent office.		
FSNFO-77-60	Aviation Safety Inspector (Airworthiness), GS-1825-14	AFS-540	1825
FSNFO-77-63	CANCELLED/Flight Inspection Schedule Coordinator, GS-301-12		
	A repromotion candidate was selected.		
FSNFO-77-67	*Aviation Safety Inspector (Airworthiness), GS-1825-11	AFS-580	1825

*Closing Date: September 6, 1977

Area of Consideration: FSNFO-wide, -NAFEC and Aeronautical Center

THE WOMEN IN TRANSITION

Do you worry about what your little girl's career will be? Do you worry that she will take responsibility for her own life? Do you harbor a secret belief that no matter what happens, it will be all right because she will find someone to take care of her? Do you worry that her life will be forever dependent on his, or that dependency will probably eliminate her chance of rising to a top management position?

If it is important to convey to girls at a very early age that they take up the role of a "satellite person" at their own risk, it is imperative and much more difficult in the case of adults. For there, the sex role socialization process has already taken place and many of women's options are already gone.

"The major thing that women have to do is to become terribly realistic about what their lives are going to hold for them," says Sharon Kirkman, Vice President of Boyle/Kirkman Associates, a New York firm specializing in the advancement of women in management. "It goes back again to what we're conditioned to believe— that we're going to grow up and find a man, fall in love, get married, and he's going to take care of us. We aren't conditioned to believe that anything is going to go wrong with that plan."

Facts certainly are otherwise. The most recent figures from the Women's Bureau and other Governmental agencies show that:

... 53.9 per cent of all women over the age of 18 are in the work force;

... Even if a woman marries, she can still expect to work for 25 years;

... 13 million women with children are in the labor force;

... 1 out of every 8 families is headed by a woman;

... The divorce rate has more than doubled since 1962 and is still rising;

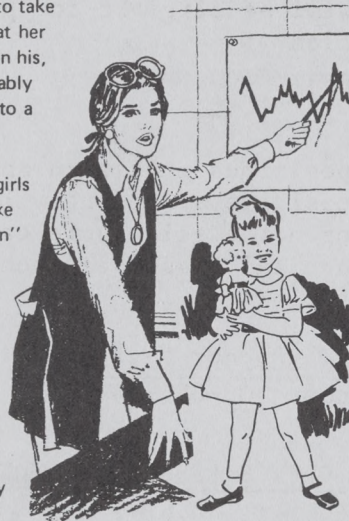
... Child support by fathers in divided families is nearly non-existent; and,

... A majority of old people who are poor are women.

"Life planning" is more than just an idea today. It is critical and necessary—but it is still hard to see the forest for the trees.

"The big news is that women are making headway— slowly in the executive suite, faster at the lower rungs of middle management," states an article on "The Corporate Woman" in a recent issue of *Business Week*. In order for women to move and take advantage of their increased opportunities such sorry conditions as the following need to be reversed.

In a quiz given in some major corporations, 90% of the women did not know what they wanted to be doing in 5 years and 90% of the men did. "The men were trying to manage their careers and women were drifting," says Margaret Hennig, who with Anne Jardin, co-directs the graduate program in management at Simmons College in Boston.



(Reprint from Western Region Intercom)



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-35

August 31, 1977

1st ANNUAL ADMINISTRATOR'S EEO AWARDS FETE HELD

A total of ten FAA employees were honored at Headquarters last week during the first Annual Administrator's EEO Awards program. The special ceremony, to be held annually, commemorates the August 26, 1920 ratification of the 19th Amendment to the Constitution.

This is the amendment that gave U.S. women the right to vote.

Speaking before a full house in the third floor auditorium, Deputy Administrator Taylor emphasized, "Equal Employment Opportunity is a major job assignment for all managers and supervisors." And he added, "In the future we are going to monitor regular quality-with-in-grade increases to assure compliance with EEO standards." He said our goal is to make FAA a place where "all persons will have an opportunity to perform."

Receiving awards for superior Achievement were:

- o Leslie A. Berger, Federal Women's Program Coordinator, Eastern Region. For developing a recruiting program which substantially increased the number of minorities and women on the ATCS register.

- o William R. Frehse, Chief, Airway Facilities Division, Western Region. He acted before he was required to do so his division led the agency in the percentage of minorities in

(Continued on page 3)

TOWER 'CRITERIA' QUERIED

The agency wants to tighten its criteria for closing airport control towers that no longer can be justified from a cost/benefit standpoint. In a policy-making proposal, the agency said that some 73 of the 425 control towers it operates do not meet the current criteria for continued operation. These standards identify a tower as being a candidate for discontinuance wherever benefits from continued operation are less than the current operating and maintenance costs. Under this system the annual operating and maintenance costs of a tower are compared to the dollar-value of benefits. These benefits include such items as the reduction of expected collision and accident rates and reduced landing delays. Comments on the proposal should be sent to ASP-1, FAA, Washington before Oct. 15.

MAKING AIR TAXIS SAFER

A comprehensive upgrading of the safety regulations for commuter airlines and other air taxi operations has been proposed by the agency. The stiffer regulations would bring the safety standards for air taxi operations more closely in line with those governing the operations of trunk and regional air carriers.

(Continued on page 3)

EMPLOYEE MUST BE HEARD

An employee must be allowed to respond to proposed adverse action, the Federal Employee Appeals Authority of the Civil Service Commission ruled recently in a decision involving an FAA employee. The employee had received a notice of proposed removal and had authorized his representative to present an oral response. Later--but before a decision on the action was made--the employee requested to meet personally with the deciding official to discuss the action. Management did not respond to this request, and the employee did not have the opportunity to present his arguments. For this reason, FEAA found a *fatal procedural error* and ordered the action reversed. The Office of Labor Relations notes that this case underlines the fact that careful attention must be given to an employee's right to respond *personally* to a proposed adverse action.

TALL PLANES COMING

Remember the Parade of Tall Ships which sailed up the Hudson River on the Fourth of July 1976? Well, the aviation equivalent of that event could happen next July Fourth if some New York planners get their way. A Kennedy Airport based group wants to stage a giant fly-by, again up the Hudson, but this time of every conceivable kind of aircraft from a Curtiss pusher to a Boeing 747. Planners say a spectator will be able to watch the whole history of aviation winging past. Eastern Region Director William E. Morgan, who is on the Fly-By planning committee, said the Eastern Region will fully support the operation. He said an FAA team will soon begin to work out the line of flight and other details.

REPORTS AVAILABLE

A list of 84 scientific and technical reports available to the public was released recently by the agency. The updated list covers the period from April through July 1977. Included on the list are reports pertaining to aircraft safety, airports, air traffic control, aviation medicine, communications, frequency management, microwave landing systems, 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.

CONTROLLERS ON THE WAY UP

A veteran air traffic controller has been appointed to a key position in the Alaskan Region. Donald A. Enders has been named Chief of the Anchorage Air Route Traffic Control Center. An 18-year veteran controller, he came to Alaska from the Cleveland Center. Before that he served at the Minneapolis and Los Angeles Centers and at the Academy in Oklahoma City.

ALBERT P. ROSE

Albert P. Rose, 68, a dance band leader in New York in the 1930s, and recently chief of the ATC Tower, Mercer County Airport, Trenton, N.J., died this month in Point Pleasant, N.J. Mr. Rose, an aviation enthusiast all his life, retired in 1941 as leader of an orchestra named Al Rose and his Columbians to become an air traffic controller.

AIR TAXIS (From page 1)

The proposed upgrading involves the addition of 70 new rules to Part 135 of the Federal Aviation Regulations, including a rule which would require pilots of all turbo-jet and multi-engine aircraft used by commuter airlines to have airline transport ratings and a rule requiring the installation of weather avoidance radar on all multi-engine aircraft with capacities of 10 or more passengers. The proposed rule changes result from FAA's Part 135 Regulatory Review Program initiated last year to cope with the increasing volume and complexity of air taxi operations.

MLS SHOWN IN ARGENTINA

The agency will demonstrate its microwave landing system in Buenos Aires this fall. Known as the Time Reference Scanning Beam system, the equipment provides precise guidance to aircraft during the approach and landing phase under all weather conditions. The demonstration of the U.S. system will be conducted at the Aeroparque Airport in Buenos Aires during the Communications Conference sponsored by the Organization of American States, October 31 through November 4. This will be the latest in a series of demonstrations of the U.S. system conducted over the past several years. Further operational demonstrations of the U.S. TRSB systems at various airports are being planned. The International Civil Aviation Organization meeting to select the international MLS standard will be held in April 1978.

EEO (From page 1)

electronic technician and professional engineering positions.

- o Ethel Lawson, Chief, Equal Employment Opportunity Staff, Western Region. Her pre-employment briefings help air traffic controller trainees to pass entrance exams.
- o William C. Reddick, Office of Systems Engineering Management. He assured that women would have equal access into training, employment and promotional programs.
- o Marvin R. Warren, Jr., Chief, Logistics Division, Southwest Region. For motivating employees to develop their full potential and providing upward mobility training opportunities.
- o Herbert K. Wilson, Chief, Employment Branch, Eastern Region. For initiating upward mobility, cooperative education, and the employment of veterans and the handicapped.

Receiving certificates of Achievement signed by the Administrator were:

Richard F. Lally, Director, ACS-1
Civil Aviation Security Service

Mary Jan Marshall, Chief, APT-205
Equal Employment Opportunity
Staff

William M. Massey, Chief, ACE-9
Civil Rights Staff, Central
Region

Joseph B. Nestor, Deputy Director
Pacific-Asia Region

SCHOOL IS BACK IN SESSION.
DRIVE CAREFULLY!



August 31, 1977

- 4 -

EQUIPMENT DEMONSTRATION . . . On Wednesday, September 7, 1977, Electronic Dictating Systems will have a continuous showing of SONY Dictating/transcribing equipment and video products (cameras, monitors, etc.) and Burroughs/Redactron editing typewriters. The showing will be in Room 206D of the Aviation Records Building from 8:00 a.m. until 4:00 p.m. All interested personnel are invited to attend.

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Sept. 28, Wednesday Night

RODEO

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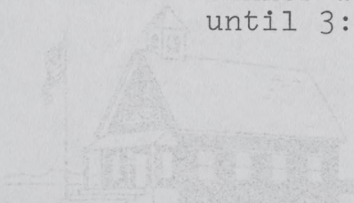
Sept. 30, Friday Matinee
Oct. 1, Saturday Noon
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1977 FAA EMPLOYEES ASSN PICNIC

WHERE: Frontier City USA
WHEN: Saturday, September 10, 1977
TIME: 12 Noon until 5:00 p.m.
PRICE: EA Member and immediate family - Adult \$2.10,
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August 31, 1977

CIVIL SERVICE RETIREMENT
ELECTRONIC FUNDS TRANSFER FOR CIVIL SERVICE ANNUITANTS

The Civil Service Commission has announced a new service for sending monthly annuity payments to civil service annuitants and survivor annuitants. For some time now, the Commission has been able to mail annuity checks to banks (and other financial organizations). An improvement of this service has been made which will now make possible the direct deposit of annuity payments in annuitants' accounts.

This new service uses the Electronic Funds Transfer (EFT) program which has been developed jointly by the Treasury Department, the Federal Reserve System, and the banking industry.

I. WHO MAY USE THE SERVICE

This service is available to all civil service annuitants and survivor annuitants except the following:

Persons receiving Lighthouse widow payments.

Persons receiving payments under the Canal Zone Construction Act (CZC).

Annuitants or survivor annuitants having or desiring to have payments directed to a foreign bank.

II. HOW TO USE THE SERVICE

Annuitants or survivor annuitants who would like to have their civil service annuity payments deposited directly into a personal checking or savings account in a bank, savings and loan association or similar institution, or Federal or state chartered credit union participating in the EFT program should:

1. Obtain Standard Form 1199A, Authorization for Deposit of Federal Recurring Payments, from their bank or financial organization. Agencies are not required to stock these forms.

An SF 1199A is required for each type of payment that is to be deposited to an account in a bank or financial organization. Therefore, if a person receives more than one payment (for example, civil service annuity [CSA] benefit and civil service death [CSF] benefit) he or she must complete a separate SF 1199A for each type of payment to be deposited. There can be no assignment of funds. The payment must be deposited into one account.

2. Complete and sign the top half of the form (SF 1199A). It is mandatory that the prefix (CSA or CSF) and the claim number be shown on the SF 1199A. This information may be obtained from the annuity check, annuity award letter, or other correspondence received, after retirement, from the Civil Service Commission.

Since the claim number (CSA or CSF) is not assigned until after the Commission has received the application for retirement or death benefits, recent or future retirees (or survivor annuitants) should delay filing an SF 1199A until assigned a claim number by the Commission. Agencies must discontinue the practice of listing a bank address for future retirees (or survivor annuitants) on SF 2800, Application for Death Benefits, and SF 2801, Application for Retirement. Only the applicant's correspondence address should be shown on these application forms.

3. Return the properly completed (top half) SF 1199A to the financial organization; which will complete the bottom half, retain a copy for its files, furnish a copy to the annuitant, and send the program agency copy to the U.S. Civil Service Commission.
4. As soon as the Commission places the financial organization address in its automated annuity payment system, a notice will be sent to the retiree or survivor annuitant at his or her correspondence address.

III. HOW LONG WILL THE AUTHORIZATION REMAIN IN EFFECT

The direct deposit authorization will remain in effect until terminated by one of the following circumstances:

1. Death of the annuitant, representative payee or the person for whom payment is being made, or the legal incapacity of the annuitant.
2. Cancellation by the annuitant. The annuitant may cancel the direct deposit authorization at any time by written notice, over his or her personal signature to the Commission, with or without closing his or her account with the financial organization.
3. Cancellation by the financial organization. The financial organization may cancel the direct deposit authorization by proper notice to the annuitant.

IV. ADVANTAGES OF HAVING DIRECT DEPOSIT

1. While the annuitant is away from home, the individual's money will be deposited and available for his or her use.

- 2. Annuity checks cannot be stolen from mailboxes.
- 3. The annuitant will not experience problems in cashing his or her annuity check because the payment will go directly into the annuitant's account.

For the annuitant who participates in the program, the Commission will direct the person's payments to the financial organization of his or her choice and will send other mail directly to the annuitant at his or her home address. This will ensure the annuitant of receipt of all important notices.

From Western Region INTERCOM:

HOW TO WIN AT WORDSMANSHIP

After years of hacking through etymological thickets at the US Public Health Service, a 63-year-old official named Philip Broughton hit upon a sure-fire method of converting frustration into fulfillment (jargonwise). Euphemistically called the Systematic Buzz Phrase Projector, Broughton's system employs a lexicon of 30 carefully chosen "buzzwords":

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
0. integrated	0. management	0. options
1. total	1. organizational	1. flexibility
2. systematized	2. monitored	2. capability
3. parallel	3. reciprocal	3. mobility
4. functional	4. digital	4. programming
5. responsive	5. logistical	5. concept
6. optional	6. transitional	6. time-phase
7. synchronized	7. incremental	7. projection
8. compatible	8. third-generation	8. hardware
9. balanced	9. policy	9. contingency

The procedure is simple. Think of any three-digit number, then select the corresponding buzzword from each column. For instance, number 257 produces "systematized logistical projection," a phrase that can be dropped into virtually any report with that ring of decisive, knowledgeable authority. "No one will have the remotest idea of what you're talking about," says Broughton. "But the important thing is that they're not about to admit it."

...Thanks to DICK KRENGEL (AWE-251)

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 ANNOUNCEMENT

Closing Date: September 7, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ACCOUNTING AND AUDIT DIVISION</u>			
77-221	Payroll Technician, GS-544-6	AAC-24	500
<u>AIRMEN AND AIRCRAFT REGISTRY</u>			
77-222	Program Specialist, GS-301-11	AAC-260	301
<u>DATA SERVICES DIVISION</u>			
77-223	Computer Operator, GS-332-9	AAC-340	332
Incumbent will be required to work rotating shift.			
<u>FAA DEPOT</u>			
77-224	Packer, WG-7002-4	AAC-430	JE-7002
Position has promotion potential to WG-6 without further competition.			

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
Ronald D. Hawk	Electronics Tech. (Instr.)	AAC-940	AAC-76-390
George J. Schneider	" " "	"	"
Alton E. Tolson	" " "	"	"
William E. Roberts	ATC Spec. (Station-Instr.)	AAC-933	AAC-77-46
Forrest L. Jorgensen	ATC Spec. (Center-Instr.)	AAC-931	AAC-77-47
Charles R. Wood	" " " "	"	"
Donnie D. Carpenter	ATC Spec. (Terminal-Instr.)	AAC-932	AAC-77-48
Robert L. Custis	" " " "	"	"
Harry M. Hinkel	" " " "	"	"
James E. Tyma	" " " "	"	"
Marilyn J. Lawton	Clerk-Typist	AAC-44	AAC-77-66
Cleo A. Maddox	Supervisory Computer Operator	AAC-340	AAC-77-170
Harold O. Boroughs	Aviation Safety Inspector (Operations)	AFS-580	FSNFO-77-41
Marilyn M. Gonsky	Secretary (Stenography)	ACY FIFO	FSNFO-77-47
Reuben S. Connelly	Airspace Sys. Insp. Pilot	LAX FIFO	FSNFO-77-55



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-36 September 7, 1977

FAA WORLD COMING TO OFFICES AND FACILITIES

The September issue of FAA WORLD, the first to be distributed in offices and facilities, will be in your hands in a few days.

There are mighty few places in this world where an American plane flies that hasn't had the presence of the FAA. Last winter a team of FAAers s "Working Where the Compass Doesn't Count"--in Antarctica for the first time, performing flight inspections . . . In "The Black Sheep Is Still in the Fold," FAAer Perry Lane tells what it really was like in World War II's famed Black Sheep Squadron . . . Other stories include "A Labor of Love"--where controllers help redecorate a children's home, "We're Still Looking at Wood Props"--inspectors check out this old craft, "Nuts-and Bolts Training"--a supervisors' follow-on to MTS, "Learning To Do It Our Way"--the use of the Secretarial Institute, and "Home is Where the Harbor Is"--about a pair of employees who live on boats. This issue also features a "Word Search" and our regular "Direct Line, Faces and Places, Small World, Heads Up and Federal Notebook."

PRESIDENT OKs PAY HIKE

President Carter last week approved an October 1 pay raise for Federal employees that will give Federal workers "full comparability" with workers in the private sector. Although the President has not announced the exact amount of the raise, a pay hike of 7.05 percent has been recommended to the President by the Office of Management and Budget, the Civil Service Commission and the Secretary of Labor. The raise, whatever percentage is finally determined, will become effective in the first pay period beginning after October 1. For most FAA employees, the increase will be reflected in checks received on or about November 1.

COCKPIT ALARM MUTED

The agency has ruled that the airlines can mute one of the most persistent of the numerous alarms that now sound in the cockpits of jet airliners. FAA took the action after determining that the alarm goes off so often in the course of routine flight that the flight crews could develop a "conditioned indifference" to it. (Continued on page 2)

TOWER STANDARDS STUDIED

Last week's INTERCOM reported there was a possibility that 73 airport control towers might be closed as a result of a change in tower discontinuance criteria. Closing the towers is, in fact, only one of five options being considered by the agency at this time. The five options are:

- Continue Federal operation of all existing towers;
- Closing eight towers which no longer meet the criteria for continued operation in effect at the time the facilities were established;
- Close all 73 towers where a net operating loss has been identified;
- Close some towers--about 35 to 40; or
- Continue Federal operation of all uneconomical towers until fiscal year 1980 to give state or local interests an opportunity to assume responsibility.

FAA is requesting written comments on the options and plans to hold public hearings in early October.

CHIEF COUNSEL APPOINTED

Clark Henry Onstad, a Washington, D.C. attorney specializing in transportation law, became the FAA Chief Counsel on August 29. In his new post, Onstad serves as the principal advisor to the Administrator and other FAA officials on all legal matters involving the agency.

Onstad came to the agency from Washington, D.C. law firm of Ginsburg, Feldman and Bress where he concentrated on regulatory as well as court proceedings that involve the Civil Aeronautics Board. He also deal with FAA on airport security matters and air carrier operating authorizations. A native of Corvallis, Ore., the 31-year old Onstad earned his B.S. degree from Oregon State University and his law degree from Georgetown University in Washington, D.C.

ALARM (From page 1)

The alarm is one that sounds when an aircraft is about to reach a pre-selected altitude while climbing or descending so the crew can begin to level off. Such altitude changes occur frequently in the course of a flight and the alarm now goes off several times between take-off and landing. However, all alarms have not been shut off. If the plane continues to climb or descend after passing the pre-selected altitude, an alarm will still sound. Also, airlines will be required to continue to use a visual warning signal that now goes on when the aural alarm does.

COCKPIT SMOKING BAN REJECTED

The agency has denied a petition filed by a coalition of consumer groups to ban smoking in airline cockpits and to prohibit flight crews from smoking for eight hours prior to takeoff. FAA said the information submitted by the petitioners to support their contention that smoking impairs performance "is too inconclusive to warrant the issuance of the requested rule at this time." The Airline Pilots Committee of '76, the Public Citizen's Health Research Group and the Aviation Consumer Action Project stated in their petition of April 20, 1976, that smoking has a deleterious effect on "vital brain and nervous system functions" that are "incompatible with maximum air safety." FAA said there is no hard evidence that smoking has any deleterious effect on performance. Moreover, FAA said the ventilating systems on modern aircraft change the air in the cockpit and passenger compartment continuously and keep it at a level of purity that "can easily absorb the introduction of carbon monoxide from any source, including smoke."

September 7, 1977

CIVIL RIGHTS REMINDER

The Civil Service system provides employees with a number of important rights and appeal procedures designed to help ensure fair and equitable treatment. Each employee has the right to form, join, and assist a labor organization or to refrain from any such activity freely and without fear of penalty or reprisal. With certain exceptions, the right to assist a labor organization extends to participation in the management of the organization (see FAA Order 3710.7B).

Alleged discriminatory employment practices may be appealed per the instructions of FAA Order 3300.6B. Grievances and adverse action appeals must be processed free from restraint, interference, coercion, discrimination or reprisal. The procedure for appealing adverse actions or grieving other matters of concern or dissatisfaction are discussed in FAA Order 3770.2A.

Questions concerning the interpretation of these directives should be addressed to the Labor Relations Branch, AAC-16, X2638.

Employees may also appeal the correctness of the classification of their position at any time. Classification appeals will be handled expeditiously and will be adjudicated solely on the merits of the case (FAA Order 3510.8). Questions concerning classification appeals should be addressed to the Compensation Branch, AAC-15, X4632.

NOTES ON ANNUAL PERs

Recently, several questions have arisen pertaining to the completion of Performance Evaluation Records, (DOT F 3430.1) and the operation of the performance evaluation program. FAA supervisors are required by law and FAA regulation to evaluate the performance, assign a rating and discuss the evaluation with each employee under their supervision. Each employee must be assigned one of the three possible adjective ratings: Outstanding, Satisfactory or Unsatisfactory. This rating represents a summary of the employee's performance during the rating period. Usually, the period of service covered by the performance rating is one year. However, under certain circumstances, the rating may be postponed for three months (see FAA Order 3430.3A).

The rating date for a GS employee is the anniversary date of the employee's appointment, promotion, or last regular pay action, whichever occurred most recently. For Wage Grade employees, the rating date is the anniversary of the employee's appointment or promotion. The rating may be assigned not more than 60 nor less than 15 days before the rating date.

An important point to note when reviewing the PER is that the employee's signature on the form does not prevent the employee from requesting a review or filing an appeal of the evaluation. It merely indicates that the employee has reviewed the completed form and has discussed it with the supervisor. The adjective rating assigned to the employee may be appealed through either an
(continued on page 4)

September 7, 1977

- 4 -

PERFORMANCE RATINGS (cont. from page 3)

administrative review conducted within the agency or through a formal appeal to the Performance Rating Board of Review of the Civil Service Commission. Further information or clarification of the performance evaluation process can be obtained from the Labor Relations Branch, AAC-16, X2638.

CAFETERIA SERVICE SCHEDULE . . . Effective September 12, 1977, the Aeronautical Center cafeterias will operate on the following schedule, Monday through Friday, except holidays:

<u>Cafeteria</u>	<u>Meals Served</u>	<u>Operating Hours</u>
ARB	Breakfast 6:30 a.m. to 8:00 a.m. Lunch 10:30 a.m. to 1:00 p.m.	6:30 a.m. to 3:00 p.m.
HDQ	Breakfast 6:30 a.m. to 8:00 a.m. Lunch 10:30 a.m. to 1:00 p.m. Dinner 4:30 p.m. to 7:30 p.m.*	6:30 a.m. to 7:30 p.m.
WAREHOUSE	Breakfast 6:30 a.m. to 8:00 a.m. Lunch 10:30 a.m. to 12:30 p.m.	6:30 a.m. to 3:00 p.m.
HANGAR 9	Breakfast 6:30 a.m. to 8:00 a.m. Lunch 10:30 a.m. to 1:00 p.m.	6:30 a.m. to 3:00 p.m.
MULTI- PURPOSE	Lunch 10:30 a.m. to 12:30 p.m.	7:00 a.m. to 3:00 p.m.

*Changed from 4:00 p.m. to 7:30 p.m.

HISPANIC HERITAGE WEEK . . . The week September 11-18, 1977, is designated as Hispanic Heritage Week. A Presidential Proclamation will be made on Wednesday, September 14, so designating this week in honor of American citizens of Hispanic background and culture.

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

- Gaslight Dinner Theater - "The Good Doctor" - \$9.90
- Six Flags Over Texas - \$6.95 ea
- Silver Dollar City - \$5.50 child, \$6.50 adult
- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- Duplicating Machine - 10¢ per copy

TICKETS NOW ON SALE FOR THE STATE FAIR RODEO AND ICE CAPADES

ICE CAPADES

\$6.00 - \$4.80
 Sept. 23, Friday night
 Sept. 24, Saturday Matinee
 Sept. 26, Monday Night
 Sept. 28, Wednesday Night

RODEO

\$6.00 - \$4.80
 Sept. 30, Friday Matinee
 Oct. 1, Saturday Noon
 Oct. 2, Sunday Matinee

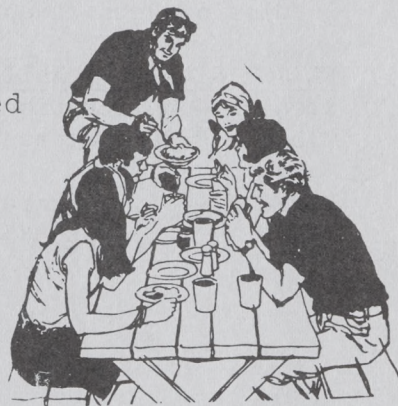
1977 FAA EMPLOYEES ASSN PICNIC

WHERE: Frontier City USA
 WHEN: Saturday, September 10, 1977
 TIME: 12 Noon until 5:00 p.m.
 PRICE: EA Member and immediate family - Adult \$2.10,
 Child under 12 \$1.60
 FAA Students and guests of EA Member - Adult \$4.10,
 Child under 12 \$3.60
 Children under 1 year - Free

Ticket includes gate admission, unlimited rides (stagecoach excluded) and meal.

Dinner will be served from 1:00 p.m. until 3:00 p.m. in the picnic area.

Friday, Sept. 9, is the last day you can buy tickets for the picnic. Tickets cannot be bought at the gate on Saturday.



September 7, 1977

- 6 -

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: September 14, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>DATA SERVICES DIVISION</u>		
77-206	Computer Programmer, GS-334-11	AAC-330	334
	May be required to work different shifts with changing days off and overtime.		
	<u>FAA ACADEMY</u>		
77-205	*Electrical Engineering Technician (Instruction), GS-802-9/11	AAC-943	802

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

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

*Closing Date: September 21, 1977

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

Area of Consideration: FSNFO-wide

Closing Date: September 21, 1977

FSNFO-77-69	Aircraft Mechanic Foreman, WS-8852-10	SEA FIFO	8852
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"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-37

September 14, 1977

AUTOMATIC WEATHER REPORTING

An unmanned aviation weather observation system that automatically collects and reports weather data will be evaluated during a four-month test beginning October 15 at Patrick Henry International Airport, Newport News, Va. The Aviation Automated Weather Observation System (AV-AWOS) uses a series of automatic sensors to collect weather information. Measurements are made of cloud heights, visibility, temperature, dew point, wind direction and speed, precipitation and barometric pressure on a 24-hour-a-day basis. These readings are fed into a computer that transforms the data into a weather report. Then a voice message is prepared. This is broadcast to pilots or made available over the telephone. The weather reports also will be shown on cathode ray tube displays at the local flight service station and in the Norfolk tower. During the test selected pilots in the area will be asked to complete a questionnaire to indicate user reaction to the automatic system.

ALL 20 CENTERS GET DYNAMIC SIMULATION

The last of the center DYSIM labs is scheduled to be dedicated at the Denver Center this week. The simulators not only cut down substantially on the time required for on-the-job training but they also make training a great deal more efficient and allow the trainee to learn in a "safe" environment--free from the consequences of error. The targets are generated by a computer program originally developed at NAFEC, and the voices are not the voices of pilots but the voices of other trainees following the neophyte controller's instructions. The simulators, which use operational displays, have been so successful with trainees that they are now being used by journeyman controllers for proficiency training.

LOAN PROGRAM'S LAST HURRAH

In a final flurry of activity before the demise of the Aircraft Loan Guaranty Act on September 7, the agency approved guaranteed loans totalling \$61 million for the purchase of 10 aircraft by six airlines. The loans and aircraft being purchased are: Air Midwest, \$1,080,000 for one Swearingen Metro II; Alaska Airlines, \$7,002,045 for one 727-200; Aloha Airlines, \$15,289,000 for two 737-200s; (See page 3)

VETERAN'S DAY UNCHANGED

As it was last year, Veteran's Day will be celebrated on October 24 this year. This may not seem remarkable to those of you who have standard Government Issue wall calendars, but it may be enlightening to those having G.I. desk calendars. This year's desk calendar indicates that Veteran's Day will be celebrated on November 11. This date, of course, is the date of the old Armistice Day, which commemorated the end of World War I on Nov. 11, 1918. The confusion, no doubt, stems from the fact that next year, Veteran's Day will, in fact, be celebrated on November 11.

COMMUTER GROWTH SEEN

The number of passengers carried by U.S. commuter airlines is expected to more than double over the next decade, reaching 13.9 million by Fiscal Year 1988, according to a new report published by the agency. FAA's Forecasts of Commuter Activity foresees passenger enplanements on commuter airlines for the U.S. Mainland and Puerto Rico increasing at an overall annual rate of 7.6 percent over the next decade. From a base of 6.4 million in FY 1977, passenger traffic is expected to grow to 8 million in FY 1980, 11.7 million in FY 1985 and 13.9 million in FY 1988.

EXCOM TERMINATED

Agency Order 1110.67B establishing the Executive Committee (EXCOM) has been cancelled and the committee terminated. Administrator Bond has determined that the committee, which reviewed policy questions and other critical issues, no longer is required. EXCOM members included the Administrator, Deputy Administrator, Associate Administrators, Chief Counsel and other key officials.

NEW AIRPORTS ENVISIONED

From one to ten new airports may be required by the year 2000 to meet the demand for air transportation in the nation's key cities, according to an FAA report sent to Congress last week by DOT Secretary Adams. A companion report to Congress generally endorsed the concept of "land banking," which involves the advance purchase of property to preserve it for aviation use. The report estimated that acquiring property in advance rather than waiting until it is actually needed could cut land costs from 22 to 40 percent, depending on future escalation of real estate prices. The new airports study presumes that an additional facility is required when the average runway delay at existing facilities exceeds six minutes and cannot be reduced to acceptable levels. A number of factors were analyzed in computing average runway delay including projected traffic growth at each airport, effectiveness of new automated air traffic control techniques, the feasibility of dispersing peak traffic loads and the potential for diverting general aviation flights to satellite fields. Prime candidates for new airports identified in the report are San Francisco/Oakland, Boston, New York and Philadelphia. The report also lists Atlanta, Chicago, Denver, Minneapolis, St. Louis and Seattle as possible sites for new airports.



ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). Montreal 2 year - PC-26/77 Language Officer (Interpreter/Reviser), P-3, Gross: \$23,910 per annum and Net (free of tax): \$16,978 without dependents and \$18,193, with dependents per annum. Applications due in AIA-19 by September 20, 1977. Language Requirement - French native tongue, or the language used for the purpose of education. Ability to interpret into French from English is essential, and from Russian or Spanish desirable. Ability to write French translations, with a thorough knowledge of syntax and stylistics is essential. A profound knowledge of English is essential. A working knowledge of Russian or Spanish would be a valuable additional qualification. PC-27/77 External Relations Officer, P-3/P-4, Gross: P-3 \$23,910 per annum and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents per annum. P-4 \$29,940 per annum and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Applications due in AIA-29 by 11/19/77. Language Requirement - Command of two of the languages of the organization (English, Russian, Spanish or French) essential and a working knowledge of the others desirable. Additional information about duties, salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

EXIT CARDS IN BRAILLE

Texas International Airlines, in cooperation with the Lighthouse for the Blind, is producing DC-9 emergency evacuation cards in braille. The cards will be available on all Texas

International DC-9 flights and at passenger service centers in major terminal areas served by the airline. The braille cards are being made available to add an extra margin of safety to air travel for visually handicapped passengers.

ATC INSTRUCTORS REUNION SET

A reunion for FAA Academy ATC instructors will be held in Las Vegas Oct. 10-13 and will coincide with the Air Traffic Controllers Association convention at the Sands Hotel. Administrative and social details will be handled through ATCA. Registration will be at the ATCA desk. The registration fee is \$45, which includes admission to the luncheon on Oct. 12 and to the Awards Dinner. Rooms at the Sands will be held only until Oct. 10.

LOAN (From page 1)

Ozark Air Lines, \$7,694,432 for one DC-9-30; Piedmont Airlines, \$25,132,500 for three 737-200s; and Texas International Airlines, \$4,950,000 for two DC-9-14s. The FAA backed a total of 47 loans, involving \$307 million, during the 20 years (1957-1977) of the Aircraft Loan Guaranty Program. Legislation to extend the program and expand coverage to include commuter airlines presently is pending in the Congress.



CONSERVATION OF MOTOR VEHICLE FUELS . . . The Secretary of Transportation has specifically requested that all motor vehicle operators within the Department be advised of the requirement to restrict the idling of Government-owned or operated motor vehicle engines to periods of not more than one minute. Stickers will be affixed to each Government-owned/operated vehicle as a reminder.

EMPLOYEE AWARDS . . . During the month of August 1977, the following awards were given:

Quality Increase Awards: William H. Hayward, AAC-835; William T. J. Waldrop, AAC-836; Robert L. Pace, AAC-942B; Bruce F. McGahee, Billy E. Shipp, and Glenn E. Clark, ATL FIFO; and John A. Robinson, BTL FIFO.

Special Achievement Awards: Frank Masopust, Jr., AAC-50; Gary Matlock, AAC-50; Colleen Davis, AAC-250; Barbara Walker, AAC-484C; Terri L. Miller, AAC-493; James Shafer, AAC-943A1; Dexter Farnsworth, SEA FIFO; Eddie F. Routh, AFS-507.

Official Letters of Commendation: Mary C. Baltierra, AAC-493; Rebecca A. Shipley, AAC-943A; Leisa Brown, AAC-910.

Adopted Suggestions: Joseph C. Dunbar, Depot; Charles E. Robinson and Bernard J. Bourgo, Depot; Albert D. Rockwell, Depot; David E. Reid, Depot; Raymond L. Bradford, Depot; Donald P. Botchlett, ASB; and James W. Strahan, ASB.

AERONAUTICAL CENTER VISITORS . . . This week we have several people visiting the Aeronautical Center from around the world. Mr. Nickoloas Gonas, Director of the Civil Aviation Training School in Athens, Greece, was an air traffic control student in 1959. He is visiting the academy to discuss methods to redo the Greek training school's procedures and methodology.

Mr. Fuad Zaaboub, with the Civil Aviation Authority in Syria, will visit the Maintenance Analysis Center in FSNFO to discuss statistics on various maintenance problems.

Ms. Ersa Poston, member of the U.S. Civil Service Commission, is speaking to the Federal Executive Council meeting at the Aeronautical Center on September 14. She is also planning to visit several areas at the Center.

Robert Ziegler, Director of FAA's Pacific Region, will be visiting the Aeronautical for several days late in the week.

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

- Gaslight Dinner Theater - "Pajama Tops" - \$9.90 each
- Six Flags Over Texas - \$6.95 each
- Silver Dollar City - \$5.50 child, \$6.50 adult
- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- Duplicating Machine - 10¢ per copy

TICKETS NOW ON SALE FOR STATE FAIR RODEO AND ICE CAPADES

ICE CAPADES

RODEO

\$6.00 Box, \$4.80 Lower Reserve

\$6.00 Box, \$4.80 Lower Reserve

Sept. 23, Friday night
 Sept. 24, Saturday Matinee
 Sept. 26, Monday night
 Sept. 28, Wednesday night

Sept. 30, Friday matinee
 Oct. 1, Saturday Noon
 Oct. 2, Sunday Matinee

Tickets will go off sale on Friday, September 16.

TICKETS NOW ON SALE FOR NBA BASKETBALL GAME OCTOBER 12

Tickets, priced \$7.50 and \$6.50, will be on sale until Wednesday, October 5.

AMATEUR RADIO LICENSE CLASSES TO BEGIN . . . The Aeronautical Center Amateur Radio Club, and the Oklahoma Central VHF Amateur Radio Club will jointly sponsor code and theory classes for persons interested in passing the FCC radio amateur radio license exams, and upgrading present licenses. Courses will be conducted using materials developed by the American Radio Relay League. No charge is made for the classes except for materials used by the students during the course of study.

Classes will begin at the American Red Cross Headquarters, 323 N.W. 10th Street (10th and Hudson) at 7:00 p.m. each Wednesday evening commencing on September 14, 1977. Students may enroll at that time, or at any subsequent session through the third session on September 28. FCC license examinations will be conducted for each student as part of the course.

For more information contact Rob Runyon, Ext. 4221, or Jack Muse at the Rec Cross, 232-7121.

September 14, 1977

- 6 -

PROMOTION PLAN ANNOUNCEMENTS

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: September 21, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
77-207	Chief, Operations Branch, GS-301-12	AAC-44	301
	Specialized experience must be related to operating program involving motor fleet management, personal property management, administrative communications (teletype and telephone), book library and/or film library.		
<u>FACILITY SUPPORT DIVISION</u>			
77-209	Mechanical Engineer, GS-830-12	AAC-54	800
	Specialization is in heating, ventilation, and air conditioning systems.		
77-226	Supervisory Planner and Estimator (General), WN-4740-7	AAC-53	JE-4749A
<u>DATA SERVICES DIVISION</u>			
77-227	Computer Specialist, GS-334-11	AAC-340	334
	May be required to work different shifts with changing days off.		
<u>FAA DEPOT</u>			
77-228	Transportation Loss and Damage Claims Examiner, GS-2135-7	AAC-430	2131

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: September 28, 1977

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

FSNFO-77-70 Clerk-Stenographer, GS-312-4 AFS-530 300-2

Closing Date: September 30, 1977

Area of Consideration: FAA-wide

FSNFO-77-66 Airspace System Inspection Pilot, GS-2181-14 AFS-520 2181

Closing Date: September 28, 1977

Area of Consideration: FAA-wide

FSNFO-77-65 Airspace System Inspection Pilot, GS-2181-14 AFS-570 2181

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.

September 14, 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. September 21, 1977

<u>ACMP NO.</u>	<u>POSITION TITLE, SERIES, & GRADE</u>
UM-77-5.2	General Career Trainee, GS-301-4
UM-77-6.2	General Career Trainee, GS-301-5
UM-77-7.2	General Career Trainee, GS-301-6
UM-77-8.2	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

77-38 September 21, 1977

PILOT AGE RULE REAFFIRMED

An 18-year old rule requiring airline pilots to retire at age 60 has been reaffirmed by Administrator Bond. Acting on a pledge made during his Senate confirmation hearings to review the controversial rule, the Administrator issued a position paper which concluded that the "Age 60" regulation should be continued in the interest of flight safety because there is no reliable physiological age index for ". . . determining an appropriate retirement age for pilots and thus, no basis exists for issuing individual exemptions to pilots who have reached their 60th birthday." The paper noted that sudden incapacitation resulting from the degenerative effects of aging--particularly cardiovascular problems--become significantly more frequent in a group reaching 60. Rejecting the argument that the regular physical examinations required of airline pilots would weed out the unfit, the FAA paper pointed out that the commonly-used exercise stress electrocardiogram has only a 20 to 30 percent chance of predicting a heart attack and added that this is "particularly significant in view of the fact that over 50 percent of males over the age of 60 will die of this disease."

CONFLICT ALERT PROGRAM TESTED IN HOUSTON TOWER

In order to further reduce the mid-air collisions potential in congested airport terminal areas, the agency next month will begin testing a conflict alert program at the Houston International Airport tower. Installation of the program, which works in conjunction with the Automated Radar Terminal System (ARTS III), already is under way and a one-month operational test is scheduled to begin October 20. A similar test at the Miami International Airport tower using a dual beacon system (Houston is a single beacon system) is slated for early 1978. The terminal conflict alert system operates on the same principle as the enroute system already in use at all 20 domestic centers. Conflict alert predicts the track of aircraft equipped with altitude reporting equipment. When the tracks indicate that two or more planes will arrive in the same place at the same time within 40 seconds, the alert goes off. A buzzer, the same as that used by the Minimum Safe Altitude System, and the flashing letters "CA" on the radar screen will alert controllers to potential traffic conflicts. The letters will appear just above the data blocks of the planes involved, and the identification numbers of these planes will also appear in a tabular list on the screen.

STAYING QUIET BUT SAFE

The agency is now circulating for comment proposed national safety standards spelling out when noise abatement runways can be used to keep arriving and departing aircraft away from noise sensitive areas near an airport. The standards specify the runway and weather conditions that must be met before a noise abatement runway can be used instead of one that normally would be preferred because of wind direction. The proposed standards are designed to promote the use of noise abatement runways whenever feasible, but safety will continue to be the overriding consideration. When the safety standards cannot be met, noise abatement runways cannot be used.

RADIO BEACONS BOUGHT

The agency has awarded a \$1,608,805 multi-year contract to a New England firm for 360 nondirectional radio beacons that provide navigational guidance to pilots. Nautel Maine Inc. of Bangor, Me., will provide the equipment to FAA for installation at airports and en route locations. Pilots with automatic direction finding equipment in their aircraft can use the nondirectional beacon (NDB) signal to determine their relative bearing from the station. They also can "home" in on the signal for direct guidance to or from the station. The new NDBs will be used to replace aging units that have been in the National Airspace System for more than 25 years. Deliveries will begin in 16 months and will continue over a period of four years.

TOWER CRITERIA HEARINGS

The agency will hold public hearings next month in Los Angeles, Kansas City and Washington, D.C. on alternate proposals for discontinuing Federal operation of uneconomical airport traffic control towers.

- October 4 - Los Angeles, Calif.: Convening at 9:30 a.m. and 7 p.m. at the Hyatt House Hotel, Los Angeles International Airport, 6225 West Century Blvd.
- October 7 - Kansas City, Mo.: Convening at 9:30 a.m. and 7 p.m. in Room 140, Federal Office Building, 601 East 12th Street.
- October 11 - Washington, D.C.: Convening at 9:30 a.m. and 7 p.m. in the Third Floor Auditorium, FAA Headquarters Building, 800 Independence Ave., S.W.

As previously reported in Intercom, the agency has identified 73 control towers where the operation and maintenance cost exceeds the dollar value of the computed safety benefits. FAA, therefore, is considering five policy options ranging from closing all 73 facilities to keeping them all in operation.

AUTOMATION EXPEDITED

The Indianapolis Flight Service Station is the immediate beneficiary of a recent decision to make full use of available automation systems. The Meteorological Aeronautic Presentation System (MAPS), currently in operation at the Washington FSS in Leesburg, Va., will be retained, and the somewhat more sophisticated Aviation Weather And Notice to Airmen System (AWANS) slated for Washington will be sent to Indianapolis. The MAPS was originally installed at Washington on an interim basis, but it has worked well and will continue to be used until other major stations are automated. Basically both systems are designed to increase special efficiency by eliminating the paper-spewing teletype machines and providing weather and flight information to controllers on a cathode ray tube display.

UP, UP BUT NOT AWAY

Because FAA "very strongly" recommended that a transponder be carried on an attempted trans-Atlantic balloon flight, two aeronauts were plucked from the ocean by an Air Force helicopter only minutes after ditching in the North Atlantic last week. FAA officials first tried to dissuade Maxie L. Anderson and Ben L. Abruzzi, both of Albuquerque, N.M., from their dangerous attempt to be first across the Atlantic in a balloon. But the aeronauts persisted, so carriage of a transponder was strongly recommended. When the crisis came and the balloon was irrevocably descending, it was the transponder signals that pinpointed the silver, black and yellow craft's position after other on-board radios failed. The transponder signals from the balloon were transmitted to a NASA satellite, which relayed them to the Goddard Space Flight Center near Washington. The balloon's location was plotted, and this information was sent to USAF and Coast Guard air-sea-rescue units, which effected the rescue. There now have been 14 unsuccessful trans-Atlantic balloon crossings since 1873 and a total of five people have lost their lives as a result.

BILL MAGRUDER

William M. Magruder, who headed the SST development program for FAA from 1970 until its cancellation in 1971, died of a heart attack in Winston-Salem, N.C., on September 10. A former test pilot and aircraft designer, Magruder was Executive Vice President of Piedmont Airlines at the time of his death. He was 54.

AIR OPS UP

Chicago Center had an all time peak on September 15—7,634 operations. This was 431 more than the previous peak. Around the country, traffic seems to have recovered from the energy crunch and is now running at all-time highs. According to official FAA figures, record highs were recorded in the six-month February thru July period. Monthly averages for this period at 22 hub airports and nine selected centers were substantially above last year. At the centers the monthly average was 1,068,533 in 1977 and 923,443 in 1976. Monthly average tower operations were up from 868,342 in 1976 to 989,986 in 1977.

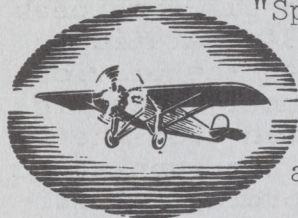
TEST GUIDES PUBLISHED

The agency has published the first two in a new series of written test guides for aspiring pilots and others seeking aviation ratings. The "Private Pilot-Airplane Written Test Guide" and the "Flight Instructor-Airplane Written Test Guide" are the first of 23 that will be published in a new format that will provide persons preparing for airmen written tests with a comprehensive grasp of the knowledge required for a particular rating. The new guides list 600 possible questions that might be found on FAA written tests and provides multiple choice answers without specifying which is the correct one. The 60 questions used on any written test will be drawn from the 600 in the guide. FAA believes that persons who systematically review the 600 questions and conduct the research necessary to identify the correct answers will be adequately prepared for any written test. Copies are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

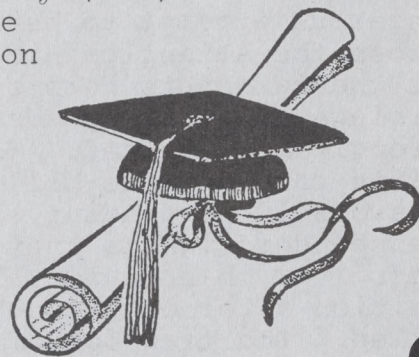
September 21, 1977

- 4 -

"SPIRIT OF ST. LOUIS" VISITS OKLAHOMA CITY . . . The replica of the "Spirit of St. Louis" will be on display at Wiley Post Airport all day Wednesday, September 28, 1977. This is part of the national tour which is duplicating Lindbergh's tour of the United States following his historic flight across the Atlantic Ocean 50 years ago.



MBA PROGRAM AT CENTER . . . Oklahoma City University (OCU) has determined there is enough demand for the accelerated Masters in Business Administration (MBA) program to offer the program at the Aeronautical Center. Personnel from the OCU registrar's office will be at the Center on September 22, 1977. The OCU officials will be available in Room 135A, Headquarters Building, from 7:30 a.m.-until 5:30 p.m. to register and counsel students for the accelerated MBA. Be sure and bring all transcripts and training records, if available. Any individual who has served in the Armed Forces should also bring his/her DD2-14, "Discharge Summary." Any questions concerning this matter may be directed to Dr. Connie McCoy at 521-5051.



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

- October Festival of Gems & Minerals - October 15-16 - Price \$.75ea.
- Gaslight Dinner Theater - "Pajama Tops" - \$9.90 each
- Six Flags Over Texas - \$6.95 each
- Silver Dollar City - \$5.50 child, \$6.50 adult
- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- Duplicating Machine - 10¢ per copy

TICKETS NOW ON SALE FOR NBA BASKETBALL GAME OCTOBER 12

Tickets, priced \$7.50 and \$6.50, will be on sale until Wednesday, October 5.

September 21, 1977

The Combined Federal Campaign (CFC) for Oklahoma City Federal employees begins September 26, 1977.

**THE WHITE HOUSE
WASHINGTON**

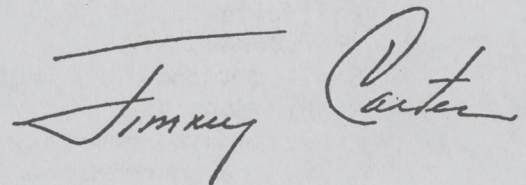
MEMORANDUM FOR

FEDERAL EMPLOYEES AND MILITARY PERSONNEL

One of the traits we share as Americans is our willingness to help the less fortunate members of our society. Federal employees have the opportunity to do this through their contributions to the Combined Federal Campaign. This campaign, held only once a year in Federal buildings, includes local United Way Agencies, the American National Red Cross, the National Health Agencies, and the International Service Agencies.

Through one gift to the Combined Federal Campaign we can help these voluntary agencies provide help to those in our community who need it — the aged, the sick, the handicapped, the poverty stricken, and the young. The same gift supports research programs which seeks cures for our most serious diseases, as well as providing services for patients. And a CFC gift extends a helping hand to our friends in foreign lands. If you choose, your gift can be made easier through the use of payroll deduction.

While the decision to give and the amount of one's gift are, of course, personal voluntary decisions, I hope that each of you will join with me and other Federal workers in supporting your local Combined Federal Campaign to the fullest extent possible.



**GIVE A
HAND**

NOT A HANDOUT

Please Support your Local
COMBINED FEDERAL CAMPAIGN

CHANGES IN TRAVEL ALLOWANCES . . . The following changes in travel allowances are effective September 18, 1977. Mileage rate, which was 15.5¢, becomes 17¢ for the use of privately owned autos.

Also, 14 new high cost areas were added for actual expense allowance purposes and three areas previously designated had their daily rates increased. The designated high cost areas and the maximum reimbursement for temporary duty within the corporate limits of each are:

Albany, NY	\$39.00
Baltimore, MD	41.00
Boston, MA, including Cambridge	49.00
Bridgeport, CT	40.00
Chicago, IL	45.00
Charleston, WV	39.00
Dallas, TX	39.00
Detroit, MI	42.00
Hartford, CT	39.00
Houston, TX	41.00
Las Vegas, NV	48.00
Los Angeles, CA, (includes the county of Los Angeles)	40.00
Miami, FL	43.00
Milwaukee, WI	39.00
Minneapolis & St. Paul, MN	41.00
Newark, NJ	45.00
New Orleans, LA, (includes the county of Orleans)	44.00
New York, NY	50.00
Philadelphia, PA	46.00
Providence, RI	40.00
San Francisco, CA, including Oakland	45.00
Washington, DC, (including cities of Alexandria, Fairfax, and Falls Church and the counties of Arlington, Fairfax, and Loudon in Virginia and Montgomery and Prince Georges in Maryland)	50.00



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: September 28, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
<u>ADMINISTRATIVE SERVICES DIVISION</u>			
77-229	Editorial Clerk (Data Transcribing), GS-1087-4	AAC-45	1087
Applicant must be proficient in typing or data transcribing.			
<u>FAA DEPOT</u>			
77-230	Distribution Facilities Manager, GS-2030-13	AAC-430	2000
Temporary promotion not to exceed 1 year. Requires submission of AC Form 3330-60, Appraisal of Supervisory Potential, from nonsupervisory applicants.			
<u>AIRCRAFT SERVICES BASE</u>			
77-231	Electronics Technician, GS-856-5/7/9/11	AAC-830	856
<u>Duty Location:</u> Scott AFB, Belleville, Illinois			
<u>FAA ACADEMY</u>			
77-232	Training Instructor (Air Traffic Control), GS-1712-11	AAC-934C	1712-A
77-233	Education Specialist, GS-1710-12	AAC-914	1710
77-220	*Supervisory Electronics Engineer (Instruction), GS-855-14	AAC-943	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.

Present Academy instructors are exempt from the above statement.

*Closing Date: October 12, 1977

September 21, 1977

- 8 -

PROMOTION PLAN ANNOUNCEMENTS (continued)

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION ANNOUNCEMENT

Area of Consideration: FAA-wide

Closing Date: October 10, 1977

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-68	Electronics Technician, GS-856-7/9	ATL FIFO	856

Promotion potential to GS-11 without further competition.

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
Nils B. Anderson	ATC Spec. (Station-Instr.)	AAC-930	AAC-77-46
Herbert R. Minch	" " " "	"	"
Daniel M. Batliner	" " (Center-Instr.)	"	AAC-77-47
Carl E. Fullner	" " " "	"	"
Stuart B. Riley	" " " "	"	"
Lawrence L. Ruby	" " " "	"	"
Clyde R. Seckler	" " " "	"	"
David R. Westenberger	" " (Terminal-Instr.)	"	AAC-77-48
Daniel A. Lathey	Supervisory ATC Specialist (Station-Instr.)	AAC-933	AAC-77-126
Beverly J. Johnson	Clerk-Stenographer	AFS-583	AAC-77-166
Charles R. James	Contract Specialist	AAC-74	AAC-77-172
Robert C. Johnson	Quality Assurance Spec.	AAC-451	AAC-77-179
Earl M. Braaten	Education Specialist	AAC-913	AAC-77-181
John E. Turner	Computer Systems Adminis- trator	AAC-300	AAC-77-182
Evelyn P. Brown	Layout-Makeup Worker	AAC-45	AAC-77-188
Harold B. Stinson	Electrical Shop General Foreman	AAC-443	AAC-77-189
Peggy L. Rogers	Computer Technician	AAC-342	AAC-77-194
Emery Vanover, Jr.	Aviation Safety Inspector (Airworthiness)	AFS-580	FSNFO-77-31
Ula Jean Barksdale	Secretary (Stenography)	AFS-570	FSNFO-77-62



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-39 September 28, 1977

'I'M LOST, GOOD BUDDY'

A Flight Service Station specialist, center controllers, terminal controllers, a flight instructor, the pilot's wife, the police and the fire department all teamed up to keep the line of communication open to a pilot lost on the top of an overcast with only a CB radio in his plane. It went something like this: The flight instructor called Augusta, Me., FSS Specialist Lawrence Voelpert on the telephone to say he was in contact with a lost aircraft. Voelpert then got in touch with the Boston Center to locate the target. Radar controllers Lawrence Weinberg and James Blake found the single engine Cessna and began to give vectors. Their line of communication went from Boston to Voelpert in Augusta. He, in turn, called the flight instructor (See page 4)

PAY RAISE OFFICIAL

President Carter last week approved the 7.05 percent pay raise for General Schedule Federal employees. The raise will become effective with the first pay period following October 1. For most FAA employees this will be the October 9 through 22 pay period. In most instances pay checks received on or about November 1 will reflect the pay hike. The new Federal pay schedule appears on page four.

CANDIDATES PICKED FOR EXECUTIVE DEVELOPMENT

Administrator Bond has selected a group of 22 potential top level executives for the Executive Development Program. The program, which began in 1972, is open to all GS-15 managers in the Department of Transportation, and it emphasizes highly individualized development for those selected. Those chosen last week are:

- John W. Baier, Assistant Chief, ATC Automation Division, ATS. He moved up to his present job from Chief, Terminal Systems Branch in the same division. He joined the agency as a controller in the Newark TRACON in 1959;
- Roger E. Brubaker, Chief, Chicago ARTCC. He began his FAA career as a controller at the Washington Center from 1957 to 1968;
- Francis S. Carr, Chief, Satellite Branch, Communications Division, SRDS. An electrical engineer, he began his career at NAFEC in 1961;
- James H. Childers, Chief, Configuration Management Staff, AAF. He came to Washington from Minneapolis where he was Chief of the Automation Field Office;
- Harold B. Coleman, Project Manager, Ground Transportation Division, Office of the Secretary of Transportation; (See page 3)

MILEAGE RATES UP

The rate paid to Federal employees operating privately owned vehicles on official business was raised this month from 15½ to 17 cents per mile. In other changes to regulations concerning reimbursement for business travel expenses, 14 new high cost areas have been added for actual expense allowance purposes and daily rates have been increased for three areas previously designated high cost areas. Concerning travel expenses in general, the Office of Accounting and Audit reminds FAAers that employees traveling to high cost areas on an actual subsistence expense basis are required to act prudently in incurring costs. They are entitled to reimbursement only for reasonable costs for meals. Authorizing officials should satisfy themselves that employees scheduled for travel to high cost areas are aware of this constraint. Each official approving travel vouchers is responsible for assessing the reasonableness of meal costs. Approval should be denied when expenses appear exorbitant. Accounting office certifying officers will make this same assessment in processing vouchers for payment.

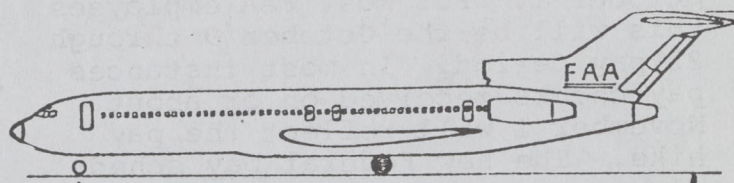
MILITARY ROUTES SHOWN

Military flight training routes will start to appear on civil aeronautical charts for the first time beginning early next year. The change is part of a joint FAA-DOD safety enhancement program aimed at regulating military flight training more closely and keeping civil pilots better informed of these activities. The military routes will appear on new sectional charts, along with their "in use" times. Moreover, flight service stations within 200 miles of the

routes can be contacted during flight for additional information. Also, the Airman's Information Manual will include a description of the military routes program with references to other aeronautical publications for more details.

JET PLANE BOUGHT

As part of the continuing program to modernize and increase the efficiency of FAA's air fleet, the agency has purchased a Boeing-727 tri-jet from Eastern Airlines for \$3.6 million. The second-hand jet, to be based at NAFEC, will replace two piston powered planes: a four-engine Douglas DC-6 and a two-engine Aero Commander 680. The plane will be used in various experimental research and development programs at NAFEC. Among the programs it is already slated to support are the ATC radar beacon programs, nav aids research and collision avoidance systems. The new acquisition, which will be designated N-40, will become the fourth 727 in the agency's fleet. Two were recently purchased for flight inspection. They are based at Honolulu and Oklahoma City. The third, also at Oklahoma City, is used for flight training. According to current plans, N-40 will be ready for flight testing and acceptance at the Eastern Airlines facility in Miami on October 17.



EXECUTIVE (From page 1)

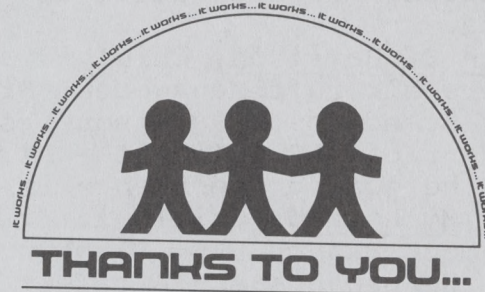
- Richard L. Collie, Assistant Chief, Air Carrier Division, Flight Standards. He began his career in Minneapolis as an Air Carrier Operations Inspector;
- Clyde M. DeHart, Jr., Chief, Flight Standards Branch, FAA Academy. DeHart moved over to the Academy from the job of Chief of the Oklahoma City GADO;
- Lawrence C. Fortier, Jr., Chief, Operations Branch, AT Division, AWE. He was a controller from 1956 to 1962 at Las Vegas tower;
- John P. Foundos, Chief, AT Division, Office of the Budget. He was Deputy Chief at the Washington Center before coming to Headquarters;
- Benny C. Frazier, Chief, Planning and Appraisal Staff, Southern Region. Before his present job, he was Senior Staff Assistant, DOT Secretarial Representative in Atlanta.
- Alvin E. Harrison, Chief, Headquarters Aircraft Management Branch, Flight Standards. Harrison was Vice President of SFO Helicopter Airlines before he joined the agency in 1970;
- John M. Howard, Chief, Aircraft Management Branch, FS, Alaskan Region. He began his FAA career as an inspection pilot in 1970 after flying for the Air Force;
- Frederick M. Isaac, Manager, Airport District Office, Burlingame, Calif. He started as a civil engineer, AF Division, Western Region;
- Jack K. Parsons, Assistant Chief, Contracts Division, Logistics Service. He was formerly Chief of the Establishment Branch, Contracts Division.
- Kenneth C. Patterson, Assistant Chief, AT Division, Great Lakes Region. He was a controller in the Western Region from 1959 to 1971;
- Stanley P. E. Price, Chief, Socioeconomic and Specialist Projects, UMTA.
- Thomas H. Protiva, Jr., Assistant Chief, AT Division, Northwest Region. He was Chief of the tower in Atlanta before assuming his present job;
- Joseph J. Rock, Chief, Program Branch, Engineering Management Staff, NAFEC. He joined the agency in 1956 as a controller at the New York Center;
- Donald J. Schneider, Assistant Chief, AF Division, Central Region. He was Sector Manager in Olathe, Kan., before moving to the regional office.
- Sue F. Silverman, Chief, Plans and Audio Visuals Division, Office of Public Affairs. The first woman to be selected in the program, she joined the agency in 1963 as an Information Specialist;
- James F. Ulmer, Chief, Establishment Operations Branch, AF Division, Rocky Mountain Region. A civil engineer, he joined FAA's Southwest Region in 1957;
- Shelomo Wugalter, Chief, ATC Systems Command Center, ATS. He came to Washington from Chicago where he was Chief of the Chicago Center.

SAFETY GUIDANCE STRESSED

A change to Occupational Safety, Order 3900.19, was recently issued. Primarily, the change, which is change 7, provides additional guidance concerning occupational safety and health committees, safety inspection procedures, and procedures for filing and processing employee reports of unsafe conditions. It should be noted that "Page 43 (thru 66)" of the change is numbered incorrectly and should be numbered "Page 39 (thru 66)". A correction will be included in a future change to the order.

LOST From page 1) who called the pilot's wife who relayed the information to the pilot via CB radio. Subsequently, the plane was handed off to ATCS Arthur Brooks at the Bangor International Airport Tower, and communications were simplified. A policeman with a CB radio reported to the tower. He couldn't get his radio out of his car, but the airport fire department provided portable radios which closed the link between the police car and the controllers. And that way the non-instrument-rated pilot was lead through the marginal weather to a safe landing. Also instrumental in the flight assist were George Van Dyke, area supervisor, and John Hayes, flow controller, both of the Boston Center, and Bernard T. Morancie, team supervisor, and Richard Service, flight data specialist, from the Bangor Tower. During the month of August, 298 flight assists were reported—121 by flight service stations, 127 by towers and 50 by centers. There was a total of 467 people reported on board the aircraft involved.

ATC PROFESSIONALISM EMPHASIZ
 More than 85 ATC managers and supervisors were in Washington last week to participate in a seminar on professionalism in air traffic control. The two-day meeting kicked off "Project Professionalism," an ATC-wide program initiated by ATS Director Raymond Belanger to reduce the number of systems errors in the ATC system. The participants heard from Deputy Administrator Quentin Taylor and Belanger, both of whom stressed the critical importance of a professional attitude and a commitment to teamwork and discipline in minimizing systems errors. The seminar participants now will pass the word to supervisors and controllers by means of seminars and briefings in their regions.



NEW FEDERAL PAY SCALES

	1	2	3	4	5	6	7	8	9	10
GS-1	\$6,219	\$6,426	\$6,633	\$6,840	\$7,047	\$7,254	\$7,461	\$7,668	\$7,875	\$8,082
2	7,035	7,270	7,505	7,740	7,975	8,210	8,445	8,680	8,915	9,150
3	7,930	8,194	8,458	8,722	8,986	9,250	9,514	9,778	10,042	10,306
4	8,902	9,199	9,496	9,793	10,090	10,387	10,684	10,981	11,278	11,575
5	9,959	10,291	10,623	10,955	11,287	11,619	11,951	12,283	12,615	12,947
6	11,101	11,471	11,841	12,211	12,581	12,951	13,321	13,691	14,061	14,431
7	12,336	12,747	13,158	13,569	13,980	14,391	14,802	15,213	15,624	16,035
8	13,662	14,117	14,572	15,027	15,482	15,937	16,392	16,847	17,302	17,757
9	15,090	15,593	16,096	16,599	17,102	17,605	18,108	18,611	19,114	19,617
10	16,618	17,172	17,726	18,280	18,834	19,388	19,942	20,496	21,050	21,604
11	18,258	18,867	19,476	20,085	20,694	21,303	21,912	22,521	23,130	23,739
12	21,883	22,612	23,341	24,070	24,799	25,528	26,257	26,986	27,715	28,444
13	26,022	26,889	27,756	28,623	29,490	30,357	31,224	32,091	32,958	33,825
14	30,750	31,775	32,800	33,825	34,850	35,875	36,900	37,925	38,950	39,975
15	36,171	37,377	38,583	39,789	40,995	42,201	43,407	44,613	45,819	47,025
16	42,423	43,837	45,251	46,665	48,079*	49,493*	50,907*	52,321*	53,735*	
17	49,696*	51,353*	53,010*	54,667*	56,324*					
18	58,245*									

* The rate for employes at these levels would be limited to the rate for level V of the Executive Schedule, \$47,500.

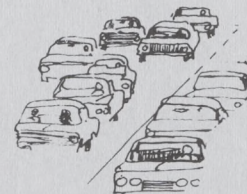
NEW ASB CHIEF NAMED . . . Alvin E. Harrison has been named Chief, Aircraft Services Base, effective October 9, 1977. He will report to the Aeronautical Center on October 17. Harrison has been with the agency since 1970 and is currently Chief, Headquarters Aircraft Management Branch, Flight Standards. Before coming to FAA, he was Vice President of SFO Helicopter Airlines. Harrison has also been selected for the Executive Development Program (see page 1 story).

MBA PROGRAM AT CENTER . . . Oklahoma City University officials were here at the Center Thursday, September 22, 1977, to register and counsel students for the accelerated Masters in Business Administration (MBA) program. These officials will be here again September 29, 1977, from 8:00 a.m. until 4:30 p.m. in Room 135A, Headquarters Building, to continue the enrollment for this program. Be sure and bring all transcripts and training records, if available. Any individual who has served in the Armed Forces should also bring his/her DD2-14, "Discharge Summary." Any questions should be directed to Dr. Connie McCoy at 521-5051.

TELEPHONE NUMBER CHANGE . . . Please make the following pen-and-ink changes to page 8 of the July 1977 Aeronautical Center telephone directory:

- AAC-930, Air Traffic Branch - Change X2369 to X4791
- AAC-934, Special Services Section - Change X2580 to X4113

PARKING LOT REPAIRS . . . The Steelman Construction Company and the Townsco Contracting Company, Inc., Federal Aviation Administration contractors, will start working on paving repair and traffic striping in Aeronautical Center parking lots on or about Monday, October 3, 1977. Most of the large areas of repair and striping will be done on weekends; however, some smaller areas will be barricaded off for short periods of time during weekdays. While smaller areas are being repaired, it will be necessary for Aeronautical Center employees to use alternate routes and locations. If any significant areas require work during weekdays, notice will be given in future issued of INTERCOM. Please observe the barricades to prevent tar and paint damage to automobiles. The repair work is expected to continue for approximately 3 months.



September 28, 1977

FAA FLYING CLUB GROUND SCHOOL . . . The FAA Flying Club is planning to hold a ground school for private pilot license in October. If enough interest is shown, classes will begin on October 4 -- two classes a week, 5:00 p.m. until 8:00 p.m. Contact Don Heinley, AAC-944B, (home phone 495-1064) to sign up for this school.

CFC CAMPAIGN . . . The 1977 Combined Federal Campaign for the greater Oklahoma City Metropolitan area began September 26, 1977. A film was shown for Aeronautical Center employees to present the needs of the community which are served by the CFC. Next week's INTERCOM will report the results of campaign contributions from the various Aeronautical Center areas.

"SPIRIT OF ST. LOUIS" TOUR . . . Today, September 28, 1977, the replica of "Spirit of St. Louis" is on display at Wiley Post Airport. It is on tour, duplicating Lindbergh's tour of the United States following his Atlantic crossing 50 years ago.

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

- October Festival of Gems & Minerals - October 15-16 = \$.75 ea.
- Gaslight Dinner Theater - "Pajama Tops" - \$9.90 ea.
- Six Flags Over Texas - \$6.95 ea.
- Silver Dollar City - \$5.50 child, \$6.50 adult
- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- Duplicating Machine - 10¢ per copy

TICKETS NOW ON SALE FOR NBA BASKETBALL GAME OCTOBER 12

Tickets, priced \$7.50 and \$6.50, will be on sale until Wednesday, October 5, 1977.



September 28, 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: October 5, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA DEPOT</u>		
77-235	Painter Leader, WL-4102-9	AAC-443	JE-4102A
77-236	Equipment Specialist (Electronic), GS-1670-11	AAC-482	1670
	<u>FAA ACADEMY</u>		
77-237	Supervisory Air Traffic Control Specialist (Center-Instruction), GS-2152-14	AAC-934	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 Academy instructors are exempt from the above statement.
Temporary promotion not to exceed 1 year.

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
William E. Jennen	Electronics Tech. (Instr.)	AAC-940	76-390
Joseph E. Graf, Jr.	ATC Spec. (Center-Instr.)	AAC-931	77-47
Richard R. Moretti	ATC Spec. (Terminal-Instr.)	AAC-930	77-48
William M. Reed	Electronics Tech. (Instr.)	AAC-940	77-105
Norman E. Ellard	Aviation Safety Inspector (Operations-Instr.)	AAC-950	77-106
Carole S. Jarvis	Clerk-Stenographer	OKC FIFO	77-166
William D. King, Sr.	Supervisory Aviation Safety Inspector (Manufacturing)	AFS-510	FSNFO-77-44
Newell J. McCalmont	Electronics Technician	MSP FIFO	FSNFO-77-49
Betty J. Baker	Secretary (Stenography)	SEA FIFO	FSNFO-77-51
Sandra K. Letchworth	Statistical Clerk (Typing)	AFS-580	FSNFO-77-58

GIVE YOUR FAIR SHARE

*through
payroll
deduction*

*Combined
Federal
Campaign*





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-40 October 5, 1977

SST NOISE RULES PROPOSED

Proposals pertaining to noise generated by supersonic transports were announced at a recent news conference held by DOT Secretary Adams. Under a proposed rule expected to be issued by FAA this week, future supersonic transports operating from U.S. airports must be as quiet or quieter than present wide-body jets—in other words, they must meet FAR Part 36 standards. However, the 16 Concorde aircraft already built or building are essentially excepted from the proposed rule. The Secretary also said that SST operations at Washington's Dulles International Airport may continue under present limitations at least until final action is taken on the proposed rule; that the administration will continue to support plans for a Concorde trial period at New York/Kennedy; and that Concorde flights to 11 additional cities would be permitted—except at night—if local authorities do not ban through local noise regulations. The cities are: Anchorage, Boston, Dallas-Ft. Worth, Honolulu, Los Angeles, Miami, Houston, Chicago, Seattle, San Francisco and Philadelphia. The Secretary emphasized that the potential scheduled flights could not begin until the adoption of the final noise rule and that public comments would be solicited and evaluated before a final rule is issued.

MSAW IS OPERATIONAL AT ALL 63 TOWERS

Minimum Safe Altitude Warning (MSAW) now is operational in major towers throughout the system except at Washington's National Airport, where MSAW technicians ran into a very special problem—namely, the Washington Monument. Planes snaking down the Potomac on the National approach are briefly headed right at the monument, setting off a low altitude alarm on controllers' consoles even though the aircraft are a long and safe distance from the 555-foot-high obelisk. But now the problems have been resolved, and the low altitude warning system is expected to go operational this week at National, completing MSAW implementation at all 63 automated radar terminal system (ARTS III) locations. The warning system automatically monitors aircraft altitudes and compares them to an altitude table programmed into the ARTS III computer. When the computer detects a potentially unsafe altitude with respect to terrain or obstructions (including a national shrine) a five-second aural alarm sounds and the letters LA (Low Altitude) appear on the controller's radar scope above the appropriate aircraft target.

FAA/PATCO TALKS STALLED

Negotiations for a new labor agreement were recessed last week when it became apparent that no progress was being made at the bargaining table. No date has been set for resumption of the negotiations, but Ed Curran, the FAA chief spokesman, expressed the hope that the parties will eventually resolve their differences to the mutual satisfaction of both sides.

14 FAAers HONORED

Nine FAA employees from the Southwest to the European Region will be honored for valor and another five will receive the Secretary's Award for Meritorious Achievement at the 10th Annual Departmental Awards Ceremony, October 6. The Award for Valor is the highest Departmental award for acts of heroism or courage involving the voluntary risk to personal safety in the face of danger. The Secretary's Award is the department's second highest award and is conferred for doing an outstanding and clearly exceptional job, for perfecting new methods and procedures to accomplish a job and for displaying exceptionally outstanding leadership. Receiving the Secretary's Award are: Warren C. Sharp, Director, Airway Facilities Service, and Richard P. Skully, Director, Flight Standards Service, both of Headquarters; Robert J. Baldwin and Bud Seltenreich, Alaskan Region; and Bill J. Howard, Southwest Region. Receiving Awards for valor are: Benjamin Voss, Southwest Region; George F. Puskarich, James G. Davis and John H. Tompkins, European Region; John D. Heille, Great Lakes Region; Carl M. Rodgers, and William R. Wink, Eastern Region; Patrick L. Booth and Gordon D. Dunn, Rocky Mountain.

MLS TESTS ANNOUNCED

Administrator Bond announced last week that the agency is undertaking a major program to demonstrate the technical superiority of its Time Reference Scanning Beam Microwave Landing System (TRSB-MLS). In addition to the previously announced demonstrations at Buenos Aires and Brussels, FAA also is planning tests at New York's Kennedy Airport, Crows Landing, Calif., Montreal and either Las Vegas or Miami. Other sites also may be added. In Congressional testimony, Bond said he welcomed parallel testing of TRSB-MLS with competing systems and expressed confidence that such direct comparisons would show it is a "technically better product and will do more to promote aviation safety than any other system available today."

FAA/FASTA AGREE

An agreement was signed September 27, after negotiations, between the agency and the Federal Aviation Science and Technological Association (FASTA). FASTA represents approximately 8,000 airway facilities employees throughout FAA. The new 59-article labor agreement will now be forwarded to DOT for final review.

THINK**SAFETY**

October 5, 1977

POSITION DESCRIPTION EXPLAINED

Recently, several questions have arisen as to whether supervisors have the right to assign employees tasks that are not specifically described in their position descriptions. Apparently, certain basic misconceptions exist regarding the actual function of position descriptions and the authority of supervisors to make work assignments. It is important to remember that position descriptions reflect rather than prescribe the duties supervisors and managers assign to employees. Within the scope of their delegated authority, supervisors have the right to make work assignments to their subordinates so long as the work assigned is reasonably related to the employee's position and qualifications. For example, a supervisor may assign a GS-3 stenographer the task of delivering copies of a letter to other offices in the same building even if the employee's position description does not say, "delivers copies of letters to other offices." But it would be unreasonable to assign a GS-3 stenographer the task of solving a complex engineering problem, conducting a financial audit or diagnosing an illness in a patient. An employee's refusal to carry out a legitimate work assignment may be cause for disciplinary action. Generally, work assigned is or should be described in the position description, but there are many reasons why it may not be. For example, the unit may have received an unusual or unexpected project, or one that was not anticipated when the description was initially prepared. Another reason can be that some work is too detailed or performed too rarely to be described. Position description is usually

considered adequate if it describes the major duties and responsibilities and is written in sufficient detail so that a trained position classifier can classify the job to the proper series, title, and grade. Generally, this means that the work is described well enough so that the qualifications for the job are apparent to a person familiar with the occupation. The position description need not describe minor duties performed for a small percentage of the employee's time, incidental duties, or those not performed on a regular or recurring basis. Any further questions should be directed to the Compensation Branch, AAC-15, X4632.

AIRLINE DISCOUNT FARES

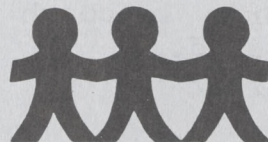
A memorandum has been received from the Comptroller General (CG) urging that travelers use airline discount fares when feasible. Discount fares are less costly than regular coach-class air fares. The most common form of discount fare available for most trips is the round-trip excursion fare. Round-trip excursion fares are particularly applicable for trips with known durations of 7 to 30 days. Group fares, which usually offer even more substantial savings, also may be usable. The CG points out that the requirement for advance reservations for excursion fares should not be a deterrent since there is no penalty for cancellation or change. The fare just reverts to that for regular coach travel.

October 5, 1977

COMBINED FEDERAL CAMPAIGN (CFC) . . . As of September 30, 1977,
Aeronautical Center organizations had contributed to the CFC
with the following percentages:

<u>Organization</u>	<u>Percentage of Goal</u>
AAC-1,2,3	384%
AAC-5	299
AAC-7	309
AAC-9	69
AAC-10	145
AAC-20	103
AAC-30	225
AAC-40	81
AAC-50	0
AAC-60	144
AAC-70	153
AAC-90	151
TOTAL ODAC	89%
AAC-100	39
AAC-200	0
AAC-300	0
AAC-400	50
AAC-800	20
AAC-900	10
AAC-1000	0
TOTAL OTHER AC	23%
TOTAL AERO CENTER	35%
FEDERAL RAILROAD ADM	0
FAA SW REGION IN OKC	0
FEDERAL HIGHWAY ADM	0
U.S. COAST GUARD INST	0
FSNFO IN OKC	0
TRANS. SAFETY INST	13
TOTAL OTHER DOT	13%
TOTAL DOT IN OKC	29%

GIVE 'TIL
IT HELPS!



THROUGH
PAYROLL DEDUCTION

October 5, 1977

CHANGE TO DAYTIME JANITORIAL SERVICES . . . Janitorial service at the Aeronautical Center will be performed during normal daytime duty hours in the near future. The conversion to daytime service began on October 3 and will be completed by December 31, 1977. The first buildings scheduled for conversion are:

Aviation Records Building - October 3
Multi-Purpose Building - October 11
Headquarters Building - October 11

Notices of other changes will be issued when the conversion dates are established.

Under the contracts recently awarded to Angel Aire Chemical Company and S & M Cleaning Service, contractor employees will be performing most janitorial services between the hours of 8:00 a.m. and 4:30 p.m.; however, stripping and waxing of floors and cleaning of classrooms and outlying buildings will continue to be performed after normal duty hours.

The cooperation of all Aeronautical Center employees is requested in this conversion effort.

LOOKING AHEAD . . . We will return to Central Standard Time on Sunday, October 30, 1977, at 2:00 a.m.

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

- October Festival of Gems & Minerals - Oct. 15-16 - \$.75
- Gaslight Dinner Theater - "Pajama Tops" - \$9.90 ea.
- Six Flags Over Texas - \$6.95 ea.
- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- Duplicating Machine - 10¢ per copy

THANKS TO YOU...



October 5, 1977

- 6 -

PROMOTION PLAN ANNOUNCEMENTS

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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.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: October 12, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PROCUREMENT DIVISION</u>		
77-239	Procurement Clerk (Typing), GS-1106-4	AAC-72	1106
	This position has promotion potential to GS-5 without further competition.		
	<u>DATA SERVICES DIVISION</u>		
77-240	Supervisory Computer Specialist, GS-334-11	AAC-340	334



44777
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AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-41 October 12, 1977

FSS MODERNIZATION DETAILED

FAA expects to initiate procurement early next year for 14 computer processor systems for automation of flight service stations, Deputy Administrator Taylor stated last week in Congressional testimony. Taylor said the computer systems will be installed in 14 air route traffic control centers and will provide flight information to at least 43 of the busiest FSS locations. The systems are expected to be in place by mid-1980 and fully operational in 1981. The processor systems subsequently will be installed at the remaining six ARTCCs, according to Taylor, who added that this will "provide the necessary automation capacity to meet forecasted service demands through 1995." After the new equipment is in place, then the decisions concerning which FSSs to close and which to consolidate can be made, Taylor said. FAA currently is prohibited by Congressional action from undertaking a consolidation program through FY 1979.



FIRST ARTS II SHIPPED TO FIELD FACILITIES

The first of 73 production models of the Automated Radar Terminal System II (ARTS II) was shipped from the Burroughs Corp. plant in Downingtown, Pa., to NAFEC last week. The equipment will be used at NAFEC in the system support facility to troubleshoot problems that may occur in the field. The second production model will be shipped to the Aeronautical Center in mid October for use in training. The first designated for an operating tower will go to Edwards AFB, Calif., in November. By next spring deliveries are expected to peak at three a week. When operational, the ARTS II will provide controllers in towers at low and medium density airports with direct radar readout of such vital flight information as aircraft identity and altitude. Although the system as delivered will not provide is similar to the ARTS III, which is used at high density traffic airports, the II will not generate aircraft speed on the controller's scope. Most of the automated systems will go to approach control or TRACON facilities, but at some towers, for instance, Casper, Wyo., where there is no TRACON, flight info will (Continued on Page 2)

A NEW WAY TO GO

An air route system which has increased both safety and capacity and also reduced fuel consumption on flights between Hawaii and the U.S. mainland will become permanent on Dec. 1, the agency announced this week. In essence, the new system increases the number of routes between the west coast and Hawaii from four to six by reducing the lateral spacing between routes from 100 to 50 miles. But, at the same time, it also requires a vertical separation of at least 1,000 ft. between aircraft on adjacent routes. FAA's decision to implement the "composite separation" technique on a permanent basis results from tests conducted over the past three years.

CABIN MATERIALS TESTED

A \$397,700 contract to develop a "combined hazard index" for use in the design of safer aircraft cabin interior materials has been awarded to Douglas Aircraft Company of Long Beach, Calif. The new method would compare the flammability, smoke and toxic gas characteristics of a burning material with physiological tolerances and establish a fire safety index or "combined hazard index" that could be used in aircraft cabin designs. The contract is the latest in a series of efforts by FAA to protect air travellers from the effects of fire, smoke and toxic gases in survivable accidents.

\$20 MILLION FOR ATC HARDWARE

The agency has awarded four contracts totalling over \$20 million for air traffic control/air navigation equipment. The contractors are:

* The Raytheon Co. of Sudbury, Mass., received \$5.5 million for 70 plan view displays, most of which will go to the San Juan, Anchorage and Honolulu centers for use with the Enroute Automated Radar Tracking System (EARTS). Other units will be delivered to domestic centers, the FAA Academy and Nellis AFB. Deliveries will be completed in two years.

* Texas Instruments Inc. of Dallas was awarded \$2.16 million for 23 displays earmarked for new operational and training positions at airport radar rooms equipped with ARTS III. Deliveries are scheduled for completion in a little over a year.

* General Signal Corporation's Cardion Electronics Division of Woodbury, N.Y., won a \$7.2 million award for 278 solid-state air traffic control radar beacon performance monitors. The equipment will be installed at terminal and enroute radar beacon facilities and will maintain a continuing check on the radar beacon's performance. Delivery of all units will take five years.

* Cardion Electronics also received a second contract for just over \$6 million for 204 DME (Distance Measuring Equipment) systems. The DME units will be collocated with various nav aids to tell pilots how far they are from the facility. Deliveries will be completed in two years.

ARTS II (from page 1)

be displayed on the tower cab BRITE screen. Prototypes of the ARTS II, built by other manufacturers, have been successfully in use at the Knoxville, Tenn., and Wilkes-Barre, Pa., towers for some time.

A NEW LOOK FOR FAA WORLD

The October issue of FAA WORLD has been redesigned cover to cover. The new look—now on its way to you—features a variety of stories from agency activities in the realm of parachuting and the high-altitude ozone problem to an FAAer who likes to photograph wild animals face to face, as well as the regular departments. Read it; you'll like it.

AAT & AAF CANCEL ORDERS

The following orders are being canceled by Air Traffic Service:

7480.3. Air Traffic Control Input Considerations in the Planning of Airport Improvements.

Coordination with the regional directors indicated this order has served its purpose and is no longer necessary.

6180.2C. Recording and Distribution of Service B APULS Coding and BDIS Program. APULS units are no longer in use and BDIS relay centers have been decommissioned. This order is now obsolete.

7110.64. Ground Proximity Warning System - Glide Slope Deviation Mode Tests. Tests are no longer required since the systems are now proven for installation and use.

7710.1 Model Aircraft Activity; Advisory Circular No. 91-34.

Activity as a result of this order has been minimum and the order is no longer required.

Cancellation of AAF Orders:

3900.10. Safety Alert - Use of Silver Solder and Cylinders of Nitrogen Gas in Maintenance of Air Conditioning Equipments.

6360.4, Siting Criteria for Air Traffic Control Radar Beacon System (ATCRBS).

ATCA AWARDS ANNOUNCED

For outstanding performance generally and for an outstanding flight assist which prevented a potential midair between two commercial jets, Warren C. Wright of the Memphis Center has been selected by the Air Traffic Control Association for its George W. Kriske Memorial Award—Second Place. (First place went to an Army controller.) FAA facilities also were first and third for the Earl F. Ward Memorial Award. First was the Des Moines Tower. Controllers and others at this facility were cited for consistently providing exceptional service to the users while coping with the problems of transitioning to a new control tower. The third place winner, the Pensacola Radar ATC Facility, was cited for providing outstanding service to users in a high density military training area. Other awards won by FAAers were: Special Medallion Award: Pensacola ATC Facility; ATCA Merit Citation: FAA Central Region Special Working Group; and Technical Writing Awards: H.O. Adams, Washington Headquarters, second place for an article on fuel starvation, and Herbert A. Wachsmann, Washington Hq., third place for an article on automated processing of instrument approach procedures. The awards will be presented at ATCA's 22nd Annual Awards Banquet—featuring an address by Deputy Administrator Taylor—in Las Vegas on October 13.



October 12, 1977

CHANGE TO DAYTIME JANITORIAL SERVICE . . . The change to daytime janitorial service continues. Buildings scheduled for conversion to daytime service (8:00 a.m. - 4:30 p.m.) in the near future are:

- Air Navigation Facilities #1 - October 17
- Air Navigation Facilities #2 - October 17
- Hangars 8, 9, and 10 - October 17
- Warehouse - October 17

The cooperation of all Aeronautical Center employees is requested in this conversion effort.

NATIONAL FIRE PREVENTION WEEK . . . This week, October 9-15, 1977, is designated as National Fire Prevention Week, a week when special emphasis is given to fire prevention programs. All employees should know what to do if a fire starts, as well as how to prevent fires. Aeronautical Center Orders AC 1900.12, Appendix 4 and AC 3900.21B, Chapter 4, outline procedures to follow in fire prevention, protection, and reporting requirements.

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

- =Gaslight Dinner Theater - "Pajama Tops" = \$9.90 each
- =Six Flags Over Texas - \$6.95 each
- =FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- =Duplicating Machine - 10¢ per copy

FAA FLYING CLUB INSTRUMENT TRAINING . . . The FAA Flying Club is conducting an instrument training course which began October 11. It will be held on Tuesday and Thursday evenings, 5:00 - 8:00 in the Flight Standards Building. If you are interested in getting this training, contact Don Heinley, AAC-944B (home phone 495-1064).



October 12, 1977

- 6 -

PROMOTION PLAN ANNOUNCEMENTS

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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.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: October 19, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-242	<u>CIVIL AEROMEDICAL INSTITUTE (CAMI)</u> Mathematical Statistician, GS-1529-9	AAC-110	1529
77-243	<u>FAA DEPOT</u> Inventory Management Specialist, GS-2010-7	AAC-482	2000
77-244	<u>AIRCRAFT SERVICES BASE</u> Aircraft Mechanic, WG-8852-10	AAC-830	JE-8852
77-225	<u>FAA ACADEMY</u> *Supervisory Electronics Technician (Instruction), GS-856-12	AAC-943	856

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

Present Academy instructors are exempt from the above statement.

*Closing Date: October 21, 1977

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENT

Closing Date: October 26, 1977

Area of Consideration: Aeronautical Center and FSNFO

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
FSNFO-77-72	Aviation Safety Inspector (Airworthiness), GS-1825-9	AFS-580	1825



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-42 October 19, 1977

REEF RUNWAY OPENS

"Honolulu Tower--Runway Eight Right is now operational." This cryptic message from Pacific Region Director Robert Ziegler officially opened the new Reef Runway at Honolulu International Airport on October 14. Moments after he transmitted the message over a portable radio, a United Air Line Boeing 747 roared down the 12,000-foot strip of concrete and took to the air on a flight to San Francisco. The nation's first offshore runway--a massive and expensive piece of engineering--was in business, some five years after construction had begun. The new Reef Runway parallels Runway Eight Left but lies 6,700 feet seaward. Built in Keehi Lagoon, where seaplanes once operated, it is 10 feet above the ocean and almost completely surrounded by water. One of the principal benefits of the new runway is that it will permit heavy jet aircraft to avoid overflights of populated areas, thus, reducing the noise impact on airport neighborhoods. Even so, the construction project had to overcome many legal challenges from environmental groups until the matter finally was settled by the Supreme Court in January 1974. Total cost of the project was \$85 million of which FAA contributed \$46 million ADAP money.

BOND SETS COURSE FOR MANAGEMENT/LABOR RELATIONS

A new labor relations poster, featuring a statement of personal commitment from Administrator Bond, will be ready for distribution to agency facilities in the near future. The Administrator says: "I want to emphasize to FAA supervisors and employees my support of the Federal Labor-Management Relations Program and the provisions of Executive Order 11491 (Labor-Management Relations in the Federal Service). Since the start of the program, labor unions have made a meaningful contribution to the development of personnel policies and practices. It is clear that constructive relationships with labor unions can produce mutually beneficial results. I ask, therefore, that all members of the FAA management team carry out their responsibilities in the labor-management relations program with good faith and in a mature and reasonable manner. I am confident that union representatives will respond in kind."

NO LOITERING

Deer and antelope may be at "Home on the Range," but FAA thinks they have no business hanging around airports. So the agency this month will begin testing chemical repellents designed to keep these creatures of the wild off airport runways. The testing will be done (Continued on page 2)

AIRNAV SYSTEM STUDIED

The agency has begun a study of en route navigation in the continental United States to develop an improved analytical method for determining the safest and most efficient lateral (side-by-side) separation criteria for aircraft operating on VOR air routes. The ultimate objective is to assure continued aviation safety as use of these routes continues to increase. FAA stressed that the purpose of the study is to observe the overall operation of the navigation system, not to evaluate the performance of individual users. The study is being coordinated with a Separation Study Review Group, formed by the Radio Technical Commission for Aeronautics, with membership provided by the various segments of the U.S. aviation industry.

ADAMS BACKS ONE TRUST FUND

Secretary Adams has called upon the Congress to create a consolidated national transportation account which he says is necessary to meet America's evolving transportation requirements. This would consolidate various other trust funds-- for instance, aviation and highway-- now in existence. The Secretary told a Senate subcommittee that a task force of senior DOT officials has reviewed departmental grant programs and found a need for greater flexibility in the use of funds, more uniformity in matching ratios, determination of appropriate grant recipients based on proven performance, streamlining and consolidating the planning process and development of distribution formulas which more accurately reflect transportation needs. The Secretary said he believes these themes can serve as the framework for developing specific legislative and administrative proposals.

DON'T LOOK--JUST FLY

The pilot was told not to look out of the windows. Controllers cautioned the non-instrument-rated flyer to keep his eyes on the instruments. "Let your wife look out of the window. She can tell when the ground is clearly in sight." Controllers Ronald Foster, Michael Powers, Gerald Christopher and Gregory Coldru, all of the Des Moines Tower, gave the pilot a choice. Either he could fly to an alternative airport in marginal weather or he could descend through 2,000 feet of cloud to Des Moines. After a short pause, he chose to land at Des Moines where controllers led him to the runway with radar. During the month of September, 302 flight assists were reported--126 by flight service stations, 97 by towers and 79 by centers. There were a total of 436 people reported on board the aircraft involved.

LOITERING

(From page 1)

at the NAFEC airport in Pomona, N.J., but the results will have application to all airports in rural surroundings where deer strikes by aircraft are a continuing problem. Plans call for a crop duster to spread the chemical repellent over a 2,000-foot swath along each side of the airport's three runways. The first repellent to be tested will be Thiram, an EPA-approved powder that is harmless to humans and deer but doesn't do anything for the appetite of either. The powder will be mixed with a polymer substance to protect it from the effects of weather and prolong its useful life. Cost of the project is expected to be under \$2,000.

L.A. AIRPORT SAVED

DOT Secretary Adams has announced that \$35.5 million in Federal funds will be used to help finance the purchase of Hollywood-Burbank Airport by a joint authority representing the communities of Burbank, Pasadena and Glendale. The Federal funding, which will be allocated over a three-year period, will permit the airport to remain open and continue to serve the Los Angeles area. The current owner, the Lockheed Aircraft Corp., had planned to close the facility on December 31 if it could not be sold to a public agency.

PROPOSED SST NOISE RULES ISSUED

Following up on an announcement by Secretary Adams at a September 23 press conference, the agency last week issued a proposed rule which would require all SSTs except the Concorde already flying or in production to meet Federal noise standards. However, the proposed rule would ban night time Concorde operations at U.S. airports. Also, the proposal would prohibit any modifications of Concorde serving the U.S. that would increase their present noise levels. In addition, the proposal would allow airport proprietors to limit or prohibit flights by particular airplanes, such as the Concorde, provided their regulations "are not unjustly discriminatory and do not impose an undue burden on interstate or foreign commerce." With regard to future-design SSTs, FAA said they would be required to meet, as a minimum, the same noise standards applied in the certification of the new generation of wide-body subsonic jets. Moreover, even more stringent noise standards may apply in the state of the art permits. FAA's proposed rule also would extend the present regulation prohibiting civil aircraft from

generating sonic booms in U.S. airspace to include flights outside U.S. territorial limits by aircraft arriving and departing U.S. airports.

ICAO SEEKING APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO) Top Level Post in Bangkok: PC-29/77 2 years - Salary range: P-0, Gross: \$43,890-\$52,450 per annum and Net (free of tax): \$26,931-\$30,671 per annum without dependents and \$29,245-\$33,456 per annum with dependents. Qualifications Required: University degree or equivalent academic qualifications. Extensive senior level executive responsibility related to the air navigation facilities and services of a civil aviation administration or international airline. Sound experience in the planning, direction and administration of technical programs and in high level negotiations with governmental or airline authorities. Knowledge of ICAO functions and organization in the technical and economic fields with particular emphasis on regional and organization matters. Applications due in AIA-19 by November 25, 1977. Montreal 2 years: PC-28/77 Chief, French Section, P-5, Gross: \$38,190 per annum and Net (free of tax): \$24,298 per annum without dependents and \$26,299 per annum with dependents. Language Requirement: A complete command of French as the native tongue, or the language used for the purpose of education, including an intimate knowledge of its syntax and stylistics. A working knowledge of Russian or Spanish desirable. Applications due in AIA-19 by 11/25/77.

COMBINED FEDERAL CAMPAIGN (CFC) . . . As of October 14, 1977, organizations at the Aeronautical Center had contributed to the CFC with the following percentages:

<u>Organization</u>	<u>Percentage of Goal</u>
AAC-1, 2, 3	384
AAC-5	299
AAC-7	309
AAC-9	198
AAC-10	158
AAC-20	137
AAC-30	225
AAC-40	82
AAC-50	96
AAC-60	144
AAC-70	153
AAC-90	151
TOTAL ODAC	127
AAC-100	103
AAC-200	128
AAC-300	140
AAC-400	91
AAC-800	75
AAC-900	46
AAC-1000	154
TOTAL OTHER AC	79
TOTAL AERO CENTER	88
FEDERAL RAILROAD ADM	0
FAA SW REGION IN OKC	6
FEDERAL HIGHWAY ADM	0
U.S. COAST GUARD INSTITUTE	61
FSNFO IN OKC	84
TRANS. SAFETY INSTITUTE	46
TOTAL OTHER DOT	47
TOTAL DOT IN OKC	81



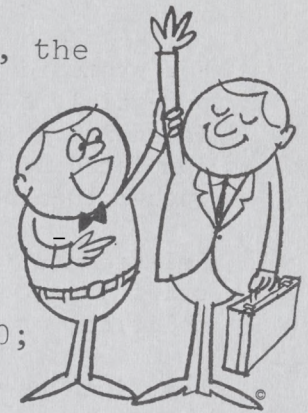
COMBINED FEDERAL CAMPAIGN

EMPLOYEE AWARDS . . . During the month of September 1977, the following employees were presented awards as noted:

Quality Increase Awards: Peggy Arrowood, AAC-130;
Mitchel A. Francis, AAC-442C2; Harold G. Starr,
AAC-850; Charles S. Haralson, AAC-942E; Dyson S.
Lloyd and Sylvester T. Mehringer, BTL FIFO;
William M. Love, Jr., and John Allegra, AFS-570.

Special Achievement Awards: Glynda C. Smith, AAC-70;
Twila Sorley, AAC-90; Everett H. Owen, AAC-492;
James Gaddie, AAC-451; Conrad E. Hanan, AAC-820;
Steve Privott, AAC-1020; Harvey S. Ferer, LAX-FIFO;
Chester Longman, AFS-540; Burnard D. Allbright, AFS-540.

Official Letters of Commendation: Robert D. Salmons, AAC-840;
Charles L. Tepsic, AAC-932D; William D. Phoenix, AAC-932D;
John R. Newman, AAC-932D; Robert C. May, AAC-932D; Teddy J.
Lane, AAC-932D; James R. Ebeling, AAC-932D; John M. Cook,
AAC-932D; Hershall W. Burns, AAC-942E.

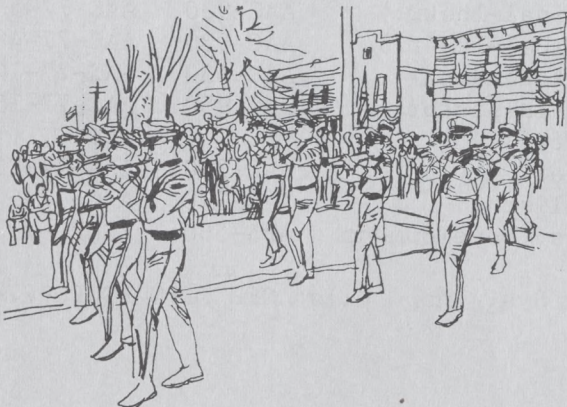


ENERGY CONSERVATION . . . Since several of our buildings are now receiving daytime janitorial service, and others soon will be, it is important that lights be turned off at the end of the working day in areas where janitors will not be working after normal working hours.

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

- =Gaslight Dinner Theater - \$9.90 each
- =Six Flags Over Texas - \$6.95 each

- =FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- =Duplicating Machine - 10¢ per copy



VETERANS' DAY

Monday, October 24, 1977, is a national holiday for Federal employees to commemorate Veteran's Day.

October 19, 1977

- 6 -

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: October 26, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.---</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
77=246	Classification Clerk (Typing), GS-203-4	AAC-15	203
	This position has promotion potential to GS-5 without further competition.		
	<u>PUBLIC AFFAIRS OFFICE</u>		
77=247	Public Information Specialist, GS-1081-6	AAC-5	1081
	This position has promotion potential to GS-7 without further competition.		
	<u>FACILITY SUPPORT DIVISION</u>		
77=248	Clerk-Stenographer, GS-312-4	AAC-50	312
	<u>DATA SERVICES DIVISION</u>		
77=249	Computer Specialist, GS-334-12	AAC-310	334

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
William E. Jennen	Electronics Tech. (Instr.)	AAC-940	AAC-76-390
Edward W. Owens	Aviation Safety Inspector (Operations-Instr.)	AAC-950	AAC-77-41
Merle J. Hickey	ATC Spec. (Station-Instr.)	AAC-930	AAC-77-46
Constantin Loghides	ATC Spec. (Center-Instr.)	AAC-930	AAC-77-47
Frank D. Milazzo	ATC Spec. (Terminal-Instr.)	AAC-930	AAC-77-48
Larry P. Connor	ATC Spec. (Terminal-Instr.)	AAC-930	AAC-77-48
Michael Robinson	Tool and Parts Attendant	AAC-430	AAC-77-129
Lloyd D. Juhlin	Aviation Safety Inspector (Operations-Instr.)	AAC-950	AAC-77-154
Donald R. McCraw	Computer Operator	AAC-340	AAC-77-223
Woodrow W. Chaney	Computer Specialist	AAC-340	AAC-77-227
Jimmie C. Savage	Supervisory Stds. Development Spec.	AFS-560	FSNFO-77-35
William P. Waring	Supvy. Airspace Sys. Insp. Pilot MSP FIFO		FSNFO-77-52

October 19, 1977

- 7 -

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 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.

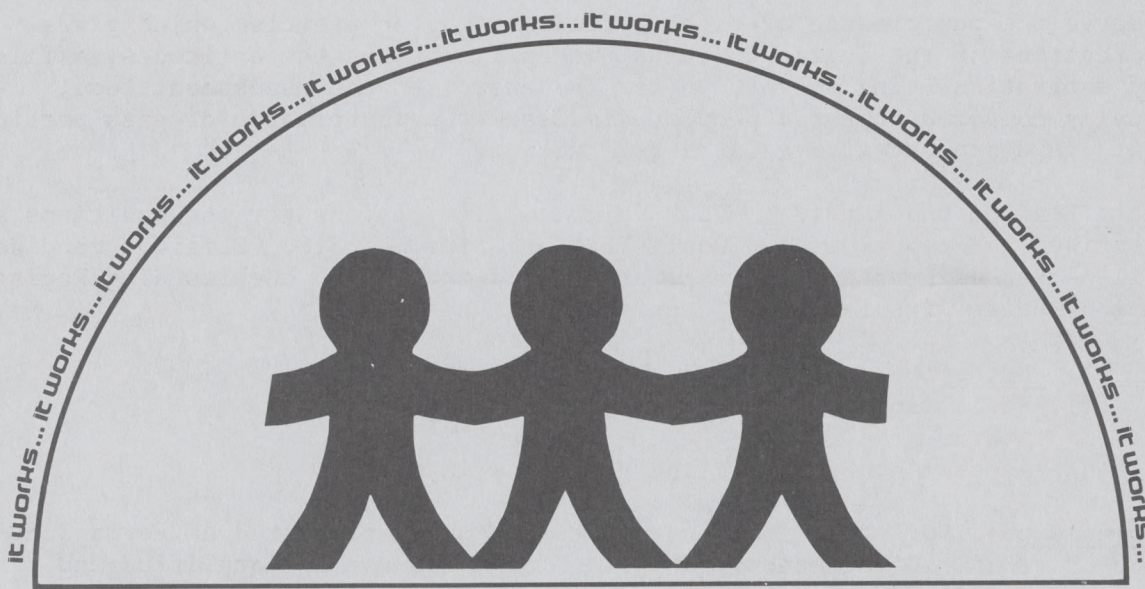
Closing Date: October 26, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>QUAL.</u>
SR-77-2.3	Secretary (Stenography), GS-318-5	318
SR-77-3.3	Secretary (Stenography), GS-318-6	318
SR-77-4.3	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.

Give 'til it helps



THANKS TO YOU...



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-43 October 26, 1977

LATEST RULEMAKING ACTION

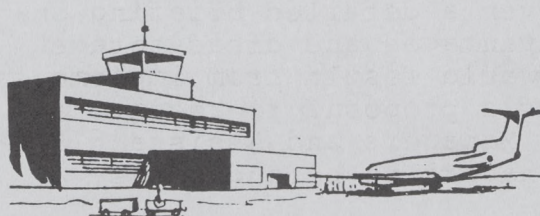
FAA has initiated rulemaking to deal with the problem of ozone irritation on high-altitude airline flights and to abolish the requirement for flight plans on operations into Canada and Mexico. The agency also has withdrawn a proposed rule which would have increased the frequency of line checks for airline pilots and permitted these checks to be made electronically with an Advanced Flight Monitoring System.

* Ozone was identified early this year as the cause of eye, nose and throat irritation on some high-altitude, long range airline flights. In an effort to resolve this problem, the agency has issued an advance notice of proposed rule making asking for public comments on such items as ozone forecasting techniques, operating procedures for avoiding ozone concentrations and aircraft design changes to prevent exposure. Comments on the need for passenger warnings about possible ozone exposure also are being solicited.

* The flight plan requirement for border crossings by aircraft was adopted by FAA in 1973 as part of a concentrated Federal campaign against drug smuggling. But FAA said experience has shown that the regulation is (Continued on page 3)

AUTOMATED APPROACHES TESTED AT CENTERS

Automated sequencing of planes on approach to area airports is currently being tested at the Denver and Fort Worth en route Centers. High altitude aircraft are held, when traffic necessitates, at one of four fixes in the terminal area. These planes then leave the fixes and begin their descent to the runway threshold according to a schedule worked out by a computer which uses the aircraft's ground speed, course and other flight information. Previously, controllers had to go through the time consuming task of working out the approach time of various planes flying at different speeds. Automating this essential operation helps insure there will be no conflict in the terminal area, is more accurate than the manual method and enables controllers to tell pilots exactly when they will be able to leave the fix. The Denver and Fort Worth controllers were aided by controllers from the New York Center in developing the system.



STRIVING FOR QUIET

A cost-sharing contract to develop a full scale mixer that will reduce both the noise and fuel consumption of the engines used on most intermediate-range jet aircraft has been awarded by the agency. United Technologies Corporation's Pratt and Whitney Aircraft Group of East Hartford, Conn., will pay \$450,300 as its share of the joint effort and FAA will pay \$1,449,700.

Pratt and Whitney will develop an internal mixer for use on present and future JT8D jet engines, which power the Boeing 727 and 737 as well as the McDonnell/Douglas DC-9. The mixer will be located behind the turbine stage in the engine and blend the exhaust from the engine core with the lower temperature, lower velocity air flow from the fan by-pass ducts. The end result will be to cut noise level and slightly lower fuel consumption.

JOSEPH A. FOSTER

Joseph A. Foster, 62, Assistant Administrator for Airports Programs, died of a heart attack on October 20 at his home in Reston, Va. Mr. Foster served as Director of aviation for the city of Houston for 19 years before joining FAA as an assistant administrator in 1976.

BOND RULES ON SECTORS

Both engineers and technicians will continue to be able to bid on Airway Facilities sector manager and assistant manager jobs as a result of a decision made last week by Administrator Bond. Before coming to this decision, the Administrator was given a detailed briefing on the advantages and disadvantages which would result from implementation of a proposal to require all Sector Managers and Assistant Sector Managers to be engineers.

MLS SOUTH OF THE BORDER

A giant Air Force C-5A landed at NAFEC last week, opened its nose and ingested 82,000 pounds of microwave landing system (MLS) equipment and 12 NAFEC engineers and technicians. The destination was Buenos Aires, Argentina. FAA will demonstrate two MLS units, both employing the time reference scanning beam (TRSB) technique, during a meeting of an Organization of American States technical group in the Argentine Capitol beginning October 31. The demonstration is the first in a series planned in both the U.S. and abroad over the next six months to acquaint representatives of ICAO member states with the TRSB system recommended by the ICAO All-Weather Operations Panel for the international standards. The full membership of ICAO will meet in Montreal in April to act on the Panel's recommendation.

METRIC WEATHER DELAYED

Water in the United States still freezes when temperatures drop to 32 degrees and boils when they rise to 212, and that's the way it's going to stay for a while. The National Weather Service had been planning to convert entirely to metrics in January 1979 and, among other changes, only Celsius temperatures would have been reported, i.e., water freezes at zero and boils at 100 degrees. But the conversion date has been put off indefinitely and the Fahrenheit scale has a new lease on life. The National Metric Board, to be appointed by the President, will ultimately make the decisions about change-over dates.

● RULEMAKING (From page 1)
in large measure duplicated by other anti-smuggling rules and could be rescinded without adversely affecting efforts to stem the illegal drug trade. Therefore, the agency has issued a notice of proposed rule making which would do just that.

* In withdrawing the proposed rule on airline pilot line checks, FAA agreed with the arguments of various operators that an "Advanced Flight Monitoring System program has not been sufficiently perfected to serve as an adequate substitute for the current system of checking pilot performance in flight." However, the agency added that it still believes that the current line check requirements should be improved and will continue efforts to determine the most appropriate method of achieving that objective.

● NOT A TRUST FUND

Last week's story "Adams Backs One Trust Fund," may have been misleading to some readers. Actually, the Secretary backed a single consolidated transportation account (CTA). The CTA would bring together various DOT-administered Federal grant programs--some of which are fed by trust fund mechanisms. There is no intent to combine trust funds in this Departmental proposal.

● CLOCKWATCHERS, MOVE IT

Clocks should be turned back one hour at 2 a.m., Sunday, October 30, ending six months of daylight saving time as most of the country reverts to standard time. If you find it difficult to get up at that time of morning, set your clock back before you go to bed on Saturday, and get an extra hour of sleep Sunday. If you are one of the FAA employees who happens to be working at the time of the changeover you will receive night differential and overtime for working the extra hour. The pay of those on leave or using compensatory time will be unaffected.

● TOWER BECOMES CLASSROOM

The Lake Hood, Alaska, control tower no longer can be found on the list of FAA real estate holdings. When the agency commissioned the new control tower at Anchorage International to handle all operations in the terminal area, the 54-foot-high tower at near-by Lake Hood became surplus. So the agency put it on the auction block, and the response was underwhelming--one cash bid totalling \$1. As a result, FAA ended up donating the structure to the city of Anchorage "for educational and historical purposes." All the city has to do is remove it. But, if you're still in the market for a tower, all is not lost. FAA also has a "For Sale" sign on the 74-foot-high structure that formerly was the main tower at Anchorage International. It was replaced by a spanking new 165-foot-high tower in July.

● CONCORDE MONITORING AT JFK

When the Concorde SST flew into New York's Kennedy Airport last week on the first of a series of proving flights, the agency was there with its "black boxes" to record the aircraft's noise levels. FAA noise monitoring units have been installed at seven sites in communities surrounding the airport, and this equipment will measure the noise levels of all aircraft overflights--not just the Concorde--24 hours a day, seven days a week. It even will record other community noise events such as automobile and truck traffic. A noise complaint center also is being established to handle phone calls from the public, and this facility will be expanded when regularly-scheduled commercial service begins on November 22.

COMBINED FEDERAL CAMPAIGN (CFC) . . . As of October 21, 1977, organizations at the Aeronautical Center had contributed to the CFC with the following percentages:

<u>Organization</u>	<u>Percentage of Goal</u>
AAC-1, 2, 3	384
AAC-5	299
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AAC-100	103
AAC-200	128
AAC-300	140
AAC-400	95
AAC-800	108
AAC-900	58
AAC-1000	154
TOTAL OTHER AC	91
TOTAL AERO CENTER	98
FEDERAL RAILROAD ADM	0
FAA SW REGION IN OKC	6
FEDERAL HIGHWAY ADM	0
U.S.COAST GUARD INSTITUTE	61
FSNFO IN OKC	84
TRANSPORTATION SAFETY INSTITUTE	46
TOTAL OTHER DOT	47
TOTAL DOT IN OKC	89



COMBINED FEDERAL CAMPAIGN



EQUIPMENT DISPLAY . . . Representatives from AMP SPECIAL INDUSTRIES will be conducting demonstrations and discussions of electronic/electrical components, connectors, and tools November 3, 1977, in Room 153 of the Headquarters Building from 11:00 a.m. until 3:00 p.m. Interested employees are invited to attend.

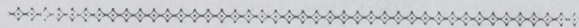
EEO COUNSELORS NEEDED . . . If you are interested in becoming an EEO counselor for the Aeronautical Center, please contact Virgil Gettis, Civil Rights Staff, AAC-9, Ext. 4381. A letter from your supervisor is required stating that you can take on these important additional duties.

NATIVE AMERICAN AWARENESS WEEK . . . Governor Boren has signed a proclamation naming the week of October 23 as Native American Awareness Week.

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

- Gaslight Dinner Theater - \$9.90 each
- Six Flags Over Texas - \$6.95 each

- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- Duplicating Machine - 10¢ per copy



"GOBBLEDYGOOK WINNER OF THE MONTH"

(Taken from an Order)

This order has been revised to afford delegation of determination authorities to region/center directors, and to reformat requirements for clarity and to include more specifics on several issues resolved since the issuance of the initial order in 1974.

October 26, 1977

- 6 -

PROMOTION PLAN ANNOUNCEMENTS

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: November 2, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
77-250	<u>FAA DEPOT</u> Supply Clerk, GS-2005-5	AAC-480	2005
77-251	Supervisory Electronics Technician, GS-856-11	AAC-442	856
77-252	Sheet Metal Mechanic, WG-3806-10	AAC-443	JE-3806A
77-228	CANCELLED/Transportation Loss And Damage Claims Examiner, GS-2135-7	AAC-430	

Position filled by internal placement.

77-234	<u>FAA ACADEMY</u> *Electronics Technician (Instruction), GS-856-9/11	AAC-943	856
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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.

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

*Closing Date: November 11, 1977

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

FSNFO-77-59	CANCELLED/Aviation Safety Inspector, (Airworthiness), GS-1825-13	AFS-580	
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Position filled by reassignment candidate.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-44 November 2, 1977

GENERAL AV GOALS SET

Speaking before the Aircraft Owners and Pilots Association at the annual Plantation Party in Hollywood, Fla., Administrator Bond set three specific goals for the agency's general aviation program. "(1) To hold down the cost of flying, particularly those costs that are incurred due to so-called 'system' requirements; (2) to reduce bureaucratic intervention and complexity in FAA operations; and, (3) to improve FAA accountability in responding to general aviation needs." The Administrator also said that FAA is cutting down on the public reporting burden in accordance with the President's guidelines. In order to collect data about aircraft use, random inquiries will be made of a few owners. The agency no longer will request every owner to report activity information. Speaking of flight service station modernization, the Administrator said that the agency is proceeding with the evaluation of the hub FSS concept at Leesburg, Va., and plans "to automate approximately 40 of our busiest FSSs over the next several years."

OUTSTANDING FAAers CITED BY AOPA

William D. Lower of the Sacramento, Calif., Flight Service Station and Steven B. Gibby of San Diego's Lindbergh Airport Control Tower were selected this month as the Aircraft Owners and Pilots Association's FSS specialist and controller of the year. Lower was following the progress of a pilot who had encountered strong headwinds when he realized the airman had become disoriented. As darkness fell, Lower took over and guided the pilot to a safe landing at an alternate field. Lower also was commended for preparing, on his own time and with his own materials, an aviation safety slide presentation which he showed to over 700 area pilots.... Gibby was alone on the midnight shift when a plane crashed into the ocean four miles offshore. Although the flight had not been under his control, he had been watching its progress on radar and marked the point where the target disappeared. Gibby then directed a Coast Guard rescue helicopter to the area. Despite the restricted visibility in rain and fog, the rescue helicopter quickly located the downed plane and picked up the two surviving occupants. The AOPA "Meritorious Awards for Outstanding Service to General Aviation" were presented to the FAAers at the annual Industry Exhibits and Plantation Party in Hollywood, Fla., in late October.

FAA WANTS TO KNOW

Effective November 30, anyone leasing a large U.S. civil aircraft must notify the nearest FAA Flight Standards Office by telephone or in person at least 48 hours prior to the scheduled first flight of that aircraft. The new requirement will allow FAA safety inspectors time to conduct preflight surveillance or inspections as necessary. The new rule was adopted because the current requirement provides only that a copy of the lease or contract will be mailed to the FAA Aircraft Registry in Oklahoma City within 24 hours of its execution. In many instances, FAA received a copy of the lease after flight operations under the agreement were completed. This did not provide time for FAA preflight surveillance to ensure the level of safety intended by the "truth-in-leasing" rule.

ENGINE MEETING SET

The agenda and a list of 131 proposed rule changes for the January 16-20 regulatory review conference on aircraft engines are now available. The week-long meeting at the Los Angeles International Airport is aimed at updating the airworthiness regulations for engines to reflect recent service experience and the current state of the art. It also will serve as a forum for resolving regulatory issues raised by engine manufacturers and others.

ORDER CANCELLED

The following order has been canceled by the Office of Budget: Order 2500.44B, Call For Estimates - Civil Supersonic Aircraft Development Programs. Notice of cancellation will appear in the canceled order section of the October 1977 revision of the Washington Headquarters Directives Checklist.

ICAO SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).
MONTREAL 2 yrs: PC-31/77 Economist = Forecasting and Economic Planning, P=4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. PC-32/77 Language Officer (Translator), P=3, Gross: \$23,910 per annum and Net (free of tax): \$18,193 without dependents and \$24,083 with dependents per annum. LANGUAGE REQUIREMENT: Russian native tongue, or the language used for the purpose of education. Ability to write and progressive ability to revise Russian translations, with a thorough knowledge of syntax and stylistics essential. A working knowledge of French or Spanish would be valuable additional qualification. Applications due in AIA-19 by 12/8/77 and 12/22/77, respectively. Additional information about duties, salary, qualifications, and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

PLANES CAN BE USED

A proposal to impose a cut-off date on the use of some small aircraft by commuter airlines and other air taxi and commercial operators has been withdrawn by the agency. The agency has issued an alternate proposal--to develop additional data on what time limits, if any, should be placed on the use of these aircraft. The planes involved are propeller-driven aircraft, seating 10 or more passengers, which have not been certificated in the transport category. The proposed regulation would have barred their use after June 30, 1984.

November 2, 1977

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

OCTOBER 31, 1977

AERONAUTICAL CENTER
P.O. BOX 25082
OKLAHOMA CITY, OKLAHOMA 73125



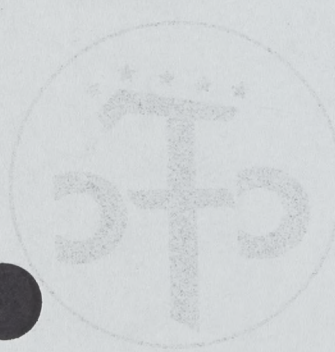
TO ALL EMPLOYEES AND APPLICANTS FOR EMPLOYMENT

VIRGIL F. GETTIS, EQUAL OPPORTUNITY OFFICER, AAC-9, IS DESIGNATED AS
EEO COUNSELOR FOR CLASS COMPLAINTS.

ALL EMPLOYEES AND APPLICANTS FOR EMPLOYMENT WHO BELIEVE THEY MAY HAVE
BEEN DISCRIMINATED AGAINST CAN CONTACT HIM IN HEADQUARTERS BUILDING,
ROOM 344, OR BY TELEPHONE (405) 686-4381, OR EXTENSION 4381.

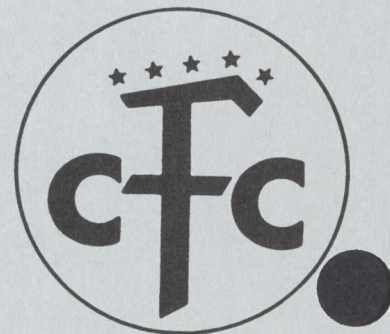
A handwritten signature in cursive script, appearing to read "Tom J. Creswell".

THOMAS J. CRESWELL
DIRECTOR, AERONAUTICAL CENTER, AAC-1



COMBINED FEDERAL CAMPAIGN (CFC) . . . As of October 28, 1977, organizations at the Aeronautical Center had contributed to the CFC with the following percentages:

<u>Organization</u>	<u>Percentage of Goal</u>
AAC-1, 2, 3	384
AAC-5	299
AAC-7	309
AAC-9	198
AAC-10	158
AAC-20	137
AAC-30	225
AAC-40	100
AAC-50	97
AAC-60	144
AAC-70	153
AAC-90	151
TOTAL ODAC	131
AAC-100	103
AAC-200	128
AAC-300	140
AAC-400	101
AAC-800	108
AAC-900	75
AAC-1000	154
TOTAL OTHER AC	99
TOTAL AERO CENTER	105
FEDERAL RAILROAD ADM	0
FAA SW REGION IN OKC	47
FEDERAL HIGHWAY ADM	181
U.S.COAST GUARD INSTITUTE	74
FSNFO IN OKC	122
TRANSPORTATION SAFETY INSTITUTE	47
TOTAL OTHER DOT	86
TOTAL DOT IN OKC	101



November 2, 1977

USE OR LOSE LEAVE . . . Remember that your "use or lose" annual leave must be scheduled and approved in writing before November 19. Managers are reminded that if an end-of-year workload situation prevents employees from taking approved use or lose annual leave, a determination of a critical need affecting the public business must be obtained from the designated agency official in order that such unused leave may be restored to the employee's leave account. Guidance is available in agency Handbook 3600.4, Absence and Leave, Chapter 2, Paragraph 15. Questions should be directed to the Labor Relations Branch, AAC-16, Ext. 2638.

ATTENTION TRAVELERS . . . Effective November 1, 1977, when making reservations and requesting teleticketing service with Continental Airlines, you will need to identify yourself as FAA by giving the following code: OEAC. This will be given in addition to the GTR number. Call Ext. 2189 if you have any questions regarding this procedure.

EARLY REMITTANCE OF WAGE GRADE T&A CARDS . . . It will be necessary for T & A cards for all wage grade, wage leaders, and wage supervisors working the day shift in the Aeronautical Center area be delivered to the Payroll Branch by 4:15 p.m. on November 4, 1977. For wage graders working the 2nd or 3rd shift or amended cards for the 1st shift, these cards must be turned in as soon as possible Monday, November 7, 1977, but no later than 10:00 a.m. This procedure is necessary because payroll clerks must manually compute all wage grade, leaders and supervisors pay for the one week of October 16 through 22, 1977, at the new rates and add the difference to their current checks. Employees will receive these checks approximately November 16, 1977.

EEO EVALUATION TEAM HERE . . . Clifford W. Panning, Wanda K. Reyna, and Henri W. Baron from the Departmental Office of Civil Rights will be at the Aeronautical Center November 7 through 18, 1977.

METRIC WEATHER ITEM - CORRECTION . . . In last week's INTERCOM it was stated that "Water...still freezes when temperatures drop to 32 degrees..." It was called to our attention that although ice always melts at 32 degrees, water may be super cooled to very, very cold temperatures and still remain liquid.

November 2, 1977

- 6 -

AGENCYWIDE PROJECT TO REDUCE REPORTS AND REPORTING BURDEN

(RIS: MS 1340-OT) . . . Phase 1 of this project was completed in October and the Aeronautical Center canceled 30 reports. Reports preparers and users are advised of the following report cancellations:

AC 1210-1, Trip Rpt for Outside Mtgs	AC 3120-2, Air Traffic Sys Freq Dist
AC 1380-1, Work Center Performance	AC 3130-1, Prerequisite Validation
AC 1380-12, Academy Mgmt Info Sys	AC 3145-4, Exam and Book Followup
AC 1720-1, Copying Machine Usage	AC 3400-1, AF Cert Exam Item List
AC 2700-5, Detail Cost Journal	AC 3510-3, Position Title Index
AC 2700-25, Fiscal Operations Budget	AC 4000-4, Job Inquiry--FSNFO
AC 2700-28, DFSA Fuel Billing	AC 4000-5, Cost of Lv & Bene. Accrued vs. Cost of Lv & Bene. Taken--FSNFO
AC 2700-31, Mthly ASB Work Ord Sum	AC 4000-17, Cost of Lv & Bene. Accrued vs. Cost of Lv Tkn & Bene. Paid--ASB
AC 2721-10, Financial Detail Trans	AC 4000-39, List of Unidentifiable Trans
AC 2721-12, Undelivered Summary	AC 4100-13, Aircraft Condition
AC 2721-14, Unpaid Summary	AC 4250-53, Noncataloged Direct Ship History
AC 2721-20, Treasury Balance	AC 4665-1, Space Utilization
AC 2726-11, Savings Bond	AC 8060-14, Alpha Listing of Airman Directory
AC 2726-15, F&E Balance	AC 8070-6, Airman Master - Numerical
AC 2766-8, F&E Work Order--ASB	
AC 3120-1, Air Traffic Sys Item Anal	

Many reports were determined to be exempt from reports control but are still required. The following reports will no longer be identified by a reports identification symbol (RIS) and will not be listed in the Catalog of Aeronautical Center Recurring Reports:

AC 1350-1, Records Inspection	AC 4500-7, Key Factor
AC 1380-6, Employee Hour Acctg	AC 4510-1, Index of Depot Specifications
AC 1800-1, Significant Activity	AC 4630-3, Quality Evaluation
AC 1800-2, Monthly Prgm Control	AC 4650-3, Project Materiel Catalog
AC 2510-1, Quarterly Object Class	AC 8060-8, Avia Maint Tech School Norms vs. Nat. Passing Norms, A&P Mech
AC 4500-3, Part No. Cross-Ref.	AC 8080-1, Production of Airman Test
AC 4500-4, Cross-Ref. Catalog	

We suggest the above report actions be recorded on the office file copy of the catalog which is contained in 1340.1, AC Appendix 3, FAA Reports Management System.

EQUIPMENT DISPLAY . . . Representatives from AMP INDUSTRIES will be conducting demonstrations and discussions of electronic/electrical components, connectors, and tools November 3, 1977, in Room 153 of the Headquarters Building from 11:00 a.m. to 3:00 p.m. All interested employees are invited to attend.

November 2, 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: November 9, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>PERSONNEL MANAGEMENT DIVISION</u>		
77-253	Clerk-Typist, GS-322-4	AAC-16	322
	<u>ADMINISTRATIVE SERVICES DIVISION</u>		
77-254	Supervisory Supply Technician, GS-2005-7	AAC-45C	2005
	<u>FAA DEPOT</u>		
77-243	CANCELLED/Inventory Management Specialist, GS-2010-7	AAC-482	
	Position filled by internal placement.		
77-255	Electronics Technician, GS-856-9	AAC-442	856
	Applicant must have 1 year experience in NAVAIDS equipment.		
	<u>FAA ACADEMY</u>		
77-238	*Supervisory Air Traffic Control Specialist (Terminal-Instruction), GS-2152-14	AAC-934	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 Academy instructors are exempt from the above statement.

*Closing Date: November 16, 1977

SELECTION LIST	POSITION	LOCATION	ANN. NO.
David A. Rieden	ATC Spec. (Center-Instr.)	AAC-931	AAC-77-47
Robert D. Schroeder	" " " "	"	"
David G. Arnold	" " (Terminal-Instr.)	AAC-932	AAC-77-48
Gary Silver	" " " "	"	"
Beryl Green	Supvy. General Engineer	AAC-840	AAC-77-146
Ronald C. McGarry	Avia. Safety Inspector (Operations-Instr.)	AAC-950	AAC-77-154
Warren D. Reynolds	Electronics Engineer	AAC-1020	AAC-77-195
Elvertt J. Barton	Computer Specialist	AAC-310	AAC-77-196
Earlene J. Mitchum	Procurement Clerk (Steno.)	AAC-74A	AAC-77-211
Melba J. Raiden	Computer Aid	AAC-340	AAC-77-212
Ronald A. Russell	Ident. & Cond. Verifier	AAC-434	AAC-77-217
Carol Young	Payroll Technician	AAC-24	AAC-77-221
Sterling Williams	Program Specialist	AAC-260	AAC-77-222
William C. Gable	Dist. Facilities Manager	AAC-430	AAC-77-230
Craig N. Burson	Education Specialist	AAC-914	AAC-77-233
Glenn R. Green	Acft. Mechanic Foreman	MSP FIFO	FSNFO-77-28
Robert W. Vincent	Acft. Mechanic Foreman	ATL FIFO	FSNFO-77-53
Ernest F. Delman	Airspace Sys. Insp. Pilot	AFS-530	FSNFO-77-64
Donald L. Wilcoxson	Avia. Safety Inspector (Airworthiness)	AFS-580	FSNFO-77-67



leaves are pretty...
SLIPPERY when wet

watch your step

PRINTED IN U.S.A.
NATIONAL SAFETY COUNCIL



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-45 November 9, 1977

SHOULD TOWERS CLOSE?

The period for public comments on whether to close certain air traffic control towers has been extended to the end of the year. Essentially the agency has proposed tightening "discontinuance criteria" so that "uneconomic" ATC towers could be closed. Immediately affected by the proposal, which suggests five alternative courses of action, are 71 of the agency's 425 ATC towers. Besides soliciting written comments, FAA is holding an additional public meeting on the subject in Atlanta on November 15. Similar meetings were held last month in Los Angeles, Kansas City and Washington, D.C.

FASTA AND FAA AGREE

The new labor agreement with the Federal Aviation Science and Technological Association (FASTA) becomes effective on December 1, 1977. Briefings for AF managers and labor relations representatives on the content and meaning of the 58-article agreement are now under way. The briefing sessions are being given by members of the negotiating team and will be offered in all mainland regions. FASTA represents some 8,000 nonsupervisory airway facilities employees throughout the FAA. It has been the union for this group since 1976.

DOT SECRETARY ADAMS URGES AIRPORT SCREENING

Transportation Secretary Adams promised the International Civil Aviation Organization (ICAO) last week that DOT/FAA would provide technical information and advice on airport security to other nations "within the limits of existing resources." Speaking in Montreal, Adams urged adoption of ICAO standards to ensure that "all passengers and all carry-on baggage are screened everywhere and every time, and that this should apply to all airline flights, foreign and domestic." The Secretary said that 20 of the 28 hijackings which have taken place this year worldwide could be attributed to failures in screening procedures. He added, "It is significant to note that, since strengthened U.S. security measures went into effect at the start of 1973, not a single hijacking incident has occurred attributable to failure to detect guns and weapons in the screening process." The Secretary also asked the international group to adhere to standards and recommendations developed at previous ICAO conventions concerning prevention of airline hijacking and the elimination of "safe havens," countries where hijackers can land without being prosecuted or extradited.

LET'S HOLD IT AT 55

If you break the 55 miles-per-hour speed limit in a Government vehicle, you may find yourself in trouble with FAA as well as with local law enforcement agencies. Secretary Adams believes that DOT efforts to promote nationwide adherence with the 55 mph speed limit are severely compromised by employees who speed in DOT vehicles. So he's directed the modal administrators to take appropriate action to assure that employees comply fully with the speed limit and abide by other fuel conservation guidelines while on-official duty. Guidelines outlined by the secretary include:

- (1) Do not idle engine for long periods of time. Limit idle time to no more than one minute when the vehicle is parked.
- (2) Reduce motor vehicle travel to the maximum extent practicable without jeopardizing essential business.
- (3) Use the smallest vehicle that is feasible for the job.
- (4) Maintain tire pressure to tire manufacturer's recommendations. Check pressure at least once each week.

HELPING AIRPORT DESIGNERS

Material to guide planners and designers of terminal facilities at smaller airline airports will be developed under a contract awarded by the agency recently. The contract calls for Arnold Thompson Associates, Inc. of Riverside, Conn., to prepare an advisory circular that will provide information and suggest ways for allocating space and siting facilities at airport terminals that enplane less than 100,000 passengers annually. Guidelines will include recommendations on such items as loading gates, public areas, airline space and facility requirements, concession and office space allotment, building utilities, and parking areas. The advisory circular should be available in mid-1978.

QUALITY ASSURED

An order to assure the excellence of goods purchased by the agency was signed by Deputy Administrator Taylor late last month. The order outlines agency policy for quality assurance programs associated with the acquisition of systems, equipment and material for the National Aviation System. Although quality assurance has always been an integral part of agency procurements, the order further defines quality assurance objectives and clarifies organizational responsibilities. It applies to NAS systems, equipment, and material acquisitions made by the FAA headquarters, regions and centers. Logistics Service, Industrial Division, will work with the different organizational elements in the headquarters, regions, and centers to develop the necessary implementing procedures.

NEW ORDER ISSUED

Order 1200.23, Public Availability of Information, was approved November 1. This order provides instructions governing public disclosure of FAA records under the Freedom of Information Act. Order 1200.2A has been canceled.



November 9, 1977

THE GOOD OLD DAYS

In the "good old days" flying was more adventuresome--at least for the flight attendants. Here are the instructions that an Air Canada stewardess carried with her on a flight from Vancouver to Boeing Field, Seattle, in the first half of the century:

- o Warn passengers against throwing cigarettes and cigars out the window.
- o Keep the clock wound in the passenger cabin.
- o Carry a railroad time table in case the plane is grounded.
- o Keep an eye on passengers when they go to the restroom to be sure they don't mistakenly go out the emergency exit.

GOOD TO THE LAST DROP

The pilot reported he was almost out of fuel and subsequent events proved that he wasn't exaggerating. After controllers had directed him to a safe emergency landing in marginal weather conditions, the grateful birdman reported that his 26 gallon fuel tanks--of which normally only 24 gallons are useable--had taken on 26.1 gallons. The drama began when the Minneapolis Center called the Des Moines, Iowa, tower, reported it was working a lost aircraft, and asked for help. Des Moines controllers Dennis Lensch, Michael Powers and Gerald Christopher took over, established communications with the lost airplane, pinpointed its location and put it back on course. However, because of the fuel problem and the fact that the pilot was having trouble following his assigned headings, the controllers recommended that he land at the Winter-set, Iowa, airport and not try to make Des Moines. He did and apparently completed his landing on the av gas fumes. During the

month of October, 243 flight assists were reported--103 by flight service stations, 99 by towers and 41 by centers. There were a total of 362 people reported on board the aircraft involved. The primary causes for the assists included 146 lost pilots, 23 low on fuel, 44 involved in weather and 73 with some type of equipment malfunction. There were 126 pilots assisted by use of radar, 83 assisted with DF, 68 with VOR orientation and 42 by the use of geographical references. Reports indicate 27 student pilots involved, 11 gear-up landings averted, 9 night assists and 15 aircraft aided by other aircraft.

MLS STILL BEING TESTED

The United States and the United Kingdom will conduct comparative tests and demonstrations of their respective microwave landing system (MLS) techniques at New York's John F. Kennedy International Airport, the agency announced last week. In addition, FAA will run MLS trials at Brussels and Kristiansand, Norway, sites previously used by the British, in order to provide additional comparative data. Results of the comparative trials should resolve any remaining questions about the respective merits of the U.S. and British systems. The U.S. Time Reference Scanning Beam (TRSB) technique and the British Doppler technique are the two leading candidates for adoption by the International Civil Aviation Organization as the world standard for an advanced all-weather precision landing system.

1977 HEALTH BENEFITS OPEN SEASON . . . The 1977 Health Benefits Open Season will be held from November 14 through December 9, 1977. Employees not covered by a health plan may enroll in a plan; and presently enrolled employees may change to another plan or option. All open season changes become effective January 1, 1978.

AC N 3800.12, 1977 Health Benefits Open Season, will be distributed to all employees the week of November 14. This notice will contain information on changes, rates, and copies of the two Government-wide plans (Aetna and Blue Cross-Blue Shield). Seven employee organization plans are available to all employees. A brochure of each of these plans will be available for review at various locations at the Aeronautical Center as indicated in the notice. Employees are encouraged to review the various plans carefully and submit the enrollment or change to the Employment Branch, AAC-14, by December 9, 1977.

BLOOD MOBILE TO VISIT AERONAUTICAL CENTER . . . Thursday, November 17, the Blood Mobile will be at the Center (date printed in Wiretap was in error). Please call Mary Chastain, X4159, or Melva Brown, X4711, for an appointment to give blood.

CHANGE TO DAYTIME JANITORIAL SERVICE . . . Buildings scheduled for conversion to daytime janitorial service during November are as follows:

Civil Aeromedical Institute	-	November 14
FAA Academy	-	November 21

The continued cooperation of Aeronautical Center employees is requested in this conversion effort.

IMPROVING TRAFFIC FLOW . . . In an effort to improve traffic flow at the Aeronautical Center during rush hours, Oklahoma City has contracted to construct right hand turn lanes from MacArthur onto 54th and from 54th onto MacArthur. They will also improve the signals and signs at the intersection of MacArthur and 54th to permit two left turn lanes from 54th onto MacArthur during morning rush hour, in addition to several other minor changes.

Construction will begin Monday, November 14, and will take about 30 days. We have been assured that all lanes will be open throughout construction; however, the right hand edge of MacArthur will be blocked off from time to time. There should be no changes necessary in the lane signals, but do stay alert to the possibility of a change.

November 9, 1977

COMBINED FEDERAL CAMPAIGN . . . As of November 4, 1977, organizations at the Aeronautical Center had contributed to the CFC with the following percentages:

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U.S. COAST GUARD INSTITUTE	74
FSNFO IN OKC	123
TRANSPORTATION SAFETY INSTITUTE	47
TOTAL OTHER DOT	107
TOTAL DOT IN OKC	106

THANKS TO YOU

COAST GUARD CIVILIAN HONORED . . . Mr. John A. Burt, Chief of the Research and Examination Division, U.S. Coast Guard Institute, was awarded the Harry Greer Award at the Annual Conference of the Military Testing Association (MTA) held in San Antonio, Texas. This award recognizes outstanding contributions to the MTA in its goal of advancing test development. Mr. Burt is only the fifth to be so honored in the 19 years since the MTA was founded.

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

- Gaslight Dinner Theater tickets - \$9.90 each
- FAA Business Cards - 250 cards for \$7.50; 1000 for \$10.00
- Duplicating Machine - 10¢ per copy
- Fishing & hunting licenses - deer licenses

The annual Russell Stover candy sale begins November 17 in Room 151, Headquarters Building. Candy will be sold from 10:00 a.m. until 2:00 p.m. Additional dates will be listed next week.

The FAA Employee's Association Price List is as follows:

RUSSELL STOVER CANDY

2oz	ASSORTED CHOCOLATES -----	\$0.45
1#	ASSORTED CHOCOLATES -----	2.20
2#	ASSORTED CHOCOLATES -----	4.35
3#	ASSORTED CHOCOLATES -----	6.50
5#	ASSORTED CHOCOLATES -----	10.70
1#	ASSORTED CREAMS -----	2.20
2#	ASSORTED CREAMS -----	4.35
1½#	GIFT BOX -----	3.25
2¼#	GIFT BOX -----	4.85
1#	PECAN DELIGHTS -----	2.85
8oz	PECAN DELIGHTS -----	1.50

1#	CHOCOLATES COVERED NUTS --	2.85
2#	CHOCOLATES COVERED NUTS --	5.65
1#	PEANUT DELIGHTS -----	2.30
8oz	PEANUT DELIGHTS -----	1.20
1#	ALMOND DELIGHTS -----	2.65
8oz	ALMOND DELIGHTS -----	1.35
13/4#	SATIN & CHIPS -----	2.00
8oz	CHOCOLATE BALLS -----	1.60

COLLIN STREET BAKERY FRUIT CAKES

2#	-----	\$5.95
3#	-----	8.35
5#	-----	13.50

PROMOTION PLAN ANNOUNCEMENTS

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Position Descriptions are available for employee review in room 102, Hq. Bldg.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: November 16, 1977

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>ACCOUNTING AND AUDIT DIVISION</u>		
77-263	Accounting Clerk (Data Transcribing), GS-501-4	AAC-21B	501
	This position has promotion potential to GS-5 without further competition.		
	<u>FACILITY SUPPORT DIVISION</u>		
77-264	Maintenance Mechanic, WG-4749-8	AAC-55C	JE-4749
	This position has promotion potential to WG-10 without further competition. Subject to shift work.		
77-265	Maintenance Mechanic, WG-4749-10	AAC-55C	JE-4749
	Subject to shift work.		
77-266	Electronics Technician, GS-856-11	AAC-52	856
	Requires 1 year experience on communication equipment.		
	<u>CIVIL AEROMEDICAL INSTITUTE</u>		
77-267	Mathematician, GS-1520-9	AAC-119	1520
	<u>DATA SERVICES DIVISION</u>		
77-268	Supervisory Computer Operator, GS-332-10	AAC-340	332
	<u>FAA DEPOT</u>		
77-269	Packer Foreman, WS-7002-7	AAC-430	JE-7002
	Temporary promotion NTE 1 year.		
77-270	Packer, WG-7002-7	AAC-431	JE-7002
77-271	Teletypewriter Repairer Helper, WG-2509-5	AAC-443B	JE-2509
	Position has promotion potential to WG-10 without further competition.		

November 9, 1977

- 8 -

PROMOTION PLAN ANNOUNCEMENTS (Continued)

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: November 23, 1977

<u>FSNFO NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
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FSNFO-77-76	Clerk-Typist, GS-322-4 Area of Consideration: FSNFO Headquarters and OKC FIFO	AFS-580	322
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FSNFO-77-77	Airspace System Inspection Pilot, GS-2181-12	AFS-560	2181
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As project pilot, incumbent is responsible for evaluation and development of criteria for the use of air navigation systems and devices and in development of instrument flight procedures criteria.

Area of Consideration: FSNFO-wide

FSNFO-77-78	Airspace System Inspection Pilot, GS-2181-13 (Inspection Position)	ATL FIFO	2181
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Applicants should submit a breakout showing GS-12 or above PIC-SIC time. Form available from AAC-14.

Area of Consideration: FSNFO-wide

<u>SELECTION LIST</u>	<u>POSITION</u>	<u>LOCATION</u>	<u>ANN. NO.</u>
Keith C. Thamer	Aviation Safety Inspector (Operations-Instruction)	AAC-950	AAC-77-154
Robert L. Darrall	Aviation Safety Inspector (Airworthiness-Instruction)	AAC-950	AAC-77-149
Peggy Arrowood	Medical Records Technician	AAC-130	AAC-77-219
Charles R. Porter	Electronics Technician (Airborne)	BTL FIFO	FSNFO-77-56
Donald R. Quinn	Airspace System Inspection Pilot (Inspection Position)	MSP FIFO	FSNFO-77-57



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-47 November 23, 1977

PICKETING EXPLAINED

"The agency is reevaluating its position on several crucial points and continuing to seek ways to resolve the impasse with the Professional Air Traffic Controllers Organization (PATCO) and get the two parties back to the bargaining table," Edward Curran, Director of the Office of Labor Relations, said last week. PATCO has accused FAA of breaking off contract negotiations with the union in September and plans to begin informational picketing at major airports Thanksgiving week. But Curran points out that negotiations were recessed because key PATCO officers, including the president, were not at the bargaining table. He noted that events at previous negotiations demonstrated that no progress could be made without the union president in attendance.

SPECIAL NUMBERS PHASING OUT

When does a popular service become so popular that it has to be discontinued? When it has no relation to aviation safety and takes too much time away from tasks that do. This is the case with the issuance of special aircraft identification numbers, a service which the agency has been providing for more than 20 years but which it now is proposing to abolish because of an ever increasing demand. The popularity of the special numbers lies in the fact that they can be used as personal or professional symbols. Singer Frank Sinatra, for example, once had the number 711S (numbers that are distinctly popular with Las Vegas high rollers) on an aircraft he owned, and doctors tend to prefer numbers with MD in them. But the requests have become so numerous that the job of handling them has been taking the full time of two Aircraft Registry. The agency believes their time would be better spent on safety-related activities.

RECORDS SET IN CHICAGO

The Chicago en route Center and O'Hare International Tower teamed up to set a new record for aircraft arrivals at the world's busiest airport last month when 99 planes were channeled into the airport in one hour. Both the center and the tower have broken peak day operational records during the past year. In fact, O'Hare radar controllers broke their peak day record twice. On September 16, they set a new record of 2,920 aircraft, and on September 23 they broke that record with a count of 2,953. The center broke its all-time record with 7,910 operations also on September 16.

PICK UP A WORLD

Pick up your copy of the November FAA World and take it home to give your family a crack at it. The magazine features stories on the proliferation of paper and what the government and individuals can do about it; teaching teachers of aviation education how best to reach the public; a woman team supervisor who has been in ATC since World War II; developing IFR for servicing oil rigs in the Gulf of Alaska; how a cartoonist gets the air safety message across with wit; and myths and non-myths about night vision. You will also find a Word Search puzzle, Direct Line, Faces and Places, Heads Up, Federal Notebook and Small World.

CHANGE IN ROUTING SYMBOL

The Transportation Safety Institute is now part of the Research and Special Programs Directorate of the Department of Transportation and their routing symbol has been changed from TES-15 to DPB-60.

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

ICAO URGENT REQUEST

The International Civil Aviation Organization (ICAO), Technical Assistance Programme (TAP) is seeking qualified candidates for its technical assistance projects in Venezuela, Brazil, Saudi Arabia, Turkey and Iraq for an initial period of one year.

VENEZUELA: TA-77/13 Electronics Engineer VOR; ILS Level 4, Step VIII; TA-77/14 Telecommunications Expert, Level 4, Step V; TA-77/15 Electronics Engineer (NAVAIDS Check), Level 4, Step V; TA-77/16 Electronics Engineer (Switching Centers), Level 5, Step I.

BRAZIL: TA-77/18 Flight Test Engineer, Level 5, Step I; TA-77/68 Electronics Engineer Advisor, Level 5, Step I; TA-77/70 Electronics Engineer Navais Instructor, Level 5, Step I.

SAUDI ARABIA: TA-77/30 Electronics Instructor, Level 4, Step I; TA-76/06 Electronics Engineer, Level 5, Step I; TA-77/54 Civil Engineer, Level 5, Step I; TA-77/34 Data Systems Engineer (2 posts), Level 5, Step I; TA-77/47 & TA-77/48 Data Systems Specialist (2 posts) Level 4, Step V.

TURKEY: TA-77/27 Electronics Maintenance Instructor, Level 4, Step III; TA-77/32 Air Carrier Safety Expert (Airworthiness), Level 5, Step I.

IRAQ: TA-77/98 Chief Aerodrome Engineer/Project Manager, Level 5, Step VI; TA-77/97 Airport Civil Engineer (2 posts), Level 5, Step I; TA-77/99 Architect (2 posts), Level 5, Step I; TA-77/100 Airport Mechanical Engineer, Level 5, Step I; TA-77/101 Airport Electrical Engineer, Level 5, Step I; TA-77/102 Aerodrome Engineer (Contracts), Level 5, Step I.

SALARY LEVELS:

Level 5, Step VI, Gross: \$43,690; Net (free of tax): \$26,842 without dependents and \$29,145 with dependents. Level 5, Step I, Gross: \$38,190; Net (free of tax): \$24,298 without dependents and \$26,299 with dependents. Level 4, Step VIII, Gross: \$36,840; Net (free of tax): \$23,647 without dependents and \$25,574 with dependents. Level 4, Step V, Gross: \$33,860; Net (free of tax): \$22,202 without dependents and \$23,964 with dependents. Level 4, Step III, Gross: \$32,200; Net (free of tax): \$21,373 without dependents and \$23,044 with dependents. Level 4, Step I, Gross: \$29,940; Net (free of tax): \$20,209 without dependents and \$21,756 with dependents.

CONTROLLERS PLAY LEAD IN SAFETY REPORT PROGRAM

After a full year of operation and a total of 5,535 aviation safety reports, controllers continued to play the lead role in the NASA Aviation Safety Reporting System program. According to the Fourth Quarterly Report, published this month, 53 percent of the 1,325 reports received between January 15 and April 14, 1977, were submitted by air traffic controllers. During the previous six months, 51 percent of the safety reports came from controllers. The FAA program is aimed at identifying deficiencies and discrepancies in the National Aviation System before they cause accidents. The program includes safeguards to protect the persons who make reports or are involved in reporting incidents. Generally, in the fourth quarter there was a decline in reports concerning small aircraft and an increase in reports involving transport aircraft, professional pilots and weather problems. The fourth quarter report also noted that reports of near midair collisions — estimated misses of less than 500 feet — were down two percent from the previous two quarters.

HEARINGS ON SST NOISE RULES

The agency will hold a public hearing on the proposed noise rule for civil supersonic aircraft on December 15 at Washington Headquarters. Issued last month, the FAA proposed rule would require all civil supersonic aircraft, except the 16 Concorde already flying or in production, to meet Federal noise standards that now apply only to subsonic aircraft. Presentations also are invited at the hearing on the concurrently issued Draft Environmental Impact Statement, which, among other things, analyzes potential Concorde operations at 13 representative U.S. airports by 1987.

LANGUAGE REQUIREMENTS:

Venezuela and Brazil positions require a command of Spanish and/or Portuguese. Applications are due in AIA-19 ASAP. Additional information about salary, qualifications, duties and benefits are available in the personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.

CONTROLLERS EARN PRAISE

When delays piled up at St. Louis' Lambert Field one busy Friday afternoon last month, many people pointed to the control tower and yelled, "Slowdown." Nothing could have been further from the truth. After looking into the situation, the agency concluded that the delays had resulted from extremely bad weather (thunderstorms and tornado warnings) and very heavy traffic demands. So FAA officials from the Lambert tower and the Central Region headquarters convened a news conference to set the record straight, and the same people who were criticizing the controllers ended up singing their praises for a superb job under difficult conditions. As one FAA'er on the scene noted: "We don't ordinarily call news conferences, but in this case the controllers were getting a bum rap, and we wanted to support them.

"IDEA CHAMPIONS" NAMED

Each year those employees who have earned cash awards from adopted suggestions totaling at least \$200 or had three or more suggestions adopted are bestowed special recognition as an "Idea Champion." During Fiscal Year 1977 and the Transition Quarter 1976, eight Aeronautical Center employees qualified for this distinctive honor. They are:

Everett C. Elrod, AAC-55
 Stanley E. Sanders, AAC-52
 Josef Schilling, AAC-442
 Orval L. Moore, AAC-443
 Donald W. Folks, AAC-836
 Elmer H. Marsh, AAC-834
 Kenneth R. Powell, AAC-834
 William B. Taylor, AAC-944E

Because of this achievement, these employees received an individual Letter of Commendation from the Director of the Aeronautical Center, and a copy of this letter will be filed in the employee's Official Personnel Folder.

In addition to being an Idea Champion, Stanley E. Sanders is the Aeronautical Center's candidate in the FAA-wide competition for the Administrator's Suggester of the Year Honor Award. Mr. Sanders qualified as the AC's candidate by his submission of a suggestion which was adopted with estimated first-year net tangible dollar benefits totaling \$15,262.

Congratulations are extended to these individuals on having earned this distinctive recognition.

VOLUNTEERS NEEDED

CAMI's Aviation Physiology Laboratory, AAC-115, needs volunteer subjects for a research project. You will not be asked to do anything that you normally would not be doing anyway, and you get a free diabetes screening test. No time will be required away from your job. Subjects are needed from all levels and all occupations. Call Ext. 4861, Intercom No. 32 to receive further details.

EMPLOYEE AWARDS

During the month of October, the following employees received awards as noted:

QUALITY INCREASE AWARDS: **Phillip L. Stanley**, AAC-42C; **Homer E. Griffen**, AAC-854; **Lowell R. Rhodes**, AAC-93IC

SPECIAL ACHIEVEMENT AWARDS: **Patricia Wiles**, AAC-50; **Nelda M. Conway**, AAC-492

OFFICIAL LETTERS OF COMMENDATION: **Gary W. Manley**, AAC-101; **Bruno A. Clunich**, AAC-93IB; **Frank Pecere**, AAC-93IB; **Herbert L. Jackson**, **John L. Crussen**, **Charles R. Hastings**, **Donald J. Labrosse**, **John C. Loesel**, **Jackie B. Brown**, **Eugene W. Donaldson**, **Norman J. Prater**, all of AAC-835; and **Donald R. Krause**, **Larry D. Reusser**, **Carroll G. Russell**, **Paul G. Taylor**, all of AAC-845.

ADOPTED SUGGESTIONS: **John E. Gatliff**, AAC-50; **Hollis W. Holcomb**, AAC-50; **Martin J. Zemler**, AAC-800; **Wesley H. Kraft**, AAC-800; and **Foy L. Prater**, AAC-900.

EMPLOYEE ASSOCIATION SERVICES

The following services are available from your Employees Association:

- Gaslight Dinner Theater tickets — 9.90
- FAA Business Cards — 250 cards for \$7.50; 1000 for \$10.00
- Duplicating machine — 10 cents per copy
- Fishing, hunting, and deer licenses
- Spanish peanuts: 5 lbs for \$4.00, 3 lbs for \$3.00

Russell Stover candy will be on sale December 1, 2, 15 and 16, in Hq Room 151.

CHRISTMAS DANCE

The annual Employees Association Christmas Dance will be held on December 3, 1977, from 9 p.m. until 1 a.m. in the Myriad Great Hall. Admission is \$4.50 each. The Floyd Rice Orchestra will provide the music. Tickets may be purchased in the EA Bookstore.

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: November 30, 1977

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
AERONAUTICAL CENTER COUNSEL			
AAC-77-277	Legal Clerk (Typing), GS-986-4 This position has promotion potential to GS-6 without further competition.	AAC-7	986
AAC-77-278	Legal Clerk (Typing), GS-986-5 This position has promotion potential to GS-7 without further competition. Requires 1 year experience in legal or paralegal activity that demonstrated ability to interpret, explain and/or apply established instructions, rules, regulations, etc.	AAC-7	986
INVESTIGATIONS AND SECURITY DIVISION			
AAC-77-279	Investigator, GS-1810-4 This position has promotion potential to GS-7 without further competition.	AAC-90	1810
AIRCRAFT SERVICES BASE			
AAC-77-280	Clerk-Typist, GS-322-4	AAC-830	322
FAA ACADEMY			
AAC-77-241	*Aerospace Engineer (Instruction), GS-861-12/13 A minimum of 1 year FAA experience is required within the last 6 years as a supervisor, inspector, engineer or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or field). Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.	AAC-952	800
AAC-77-256	*Supervisory Air Traffic Control Specialist (Terminal-Instruction), GS-2152-14 *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.	AAC-932	2152



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Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-48 November 30, 1977

GETTING TOGETHER FOR SAFETY

A new FAA industry safety program was launched this month in Washington as an aviation-oriented slide show produced by the General Aviation Manufacturers Association. It was premiered at the National Air and Space Museum in conjunction with an FAA safety seminar. The presentation kicked off a national safety program. A total of 15 slide shows with tape narrations and accompanying brochures will be distributed through FAA General Aviation District Offices (GADOs) nationwide when this program gets into high gear. Speaking in the museum auditorium, Deputy Administrator Taylor called the program "as fine an example of government/industry cooperation venture in pilot education and aviation safety as I have ever seen." At the same time, representatives of industry characterized the FAA accident prevention program as "an extremely important program that has played a major role in the improvement of general aviation safety."

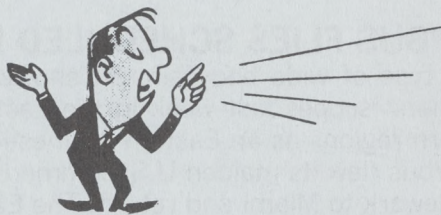
THREADING THE NEEDLE IS NOTHING

"Threading the needle," as flying through the St. Louis Gateway Arch is called, is not an illustration of flying skill, but a demonstration of bad judgement, according to Central Region officials who are investigating a recent fly-through incident. There is nothing funny about flying through the arch, FAA points out. Pilots performing this kind of stunt flying over downtown St. Louis are endangering lives, and those caught will be dealt with severely. FAA also pointed out that flying through the arch is in no way a mark of distinction. Any pilot capable of landing an aircraft should be able to maneuver through the 630-foot high arch.

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

AVIATION BONANZA FORECAST

Operations at FAA-controlled airports are expected to increase 50 percent in the next 12 years, from a current count of 66 million to 99 million, according to the latest FAA Aviation Forecasts. Aircraft handled by en route centers are projected to increase from 25.3 million a year to 41.5 million in 1989, whereas flight services provided by the agency's network of flight service stations should more than double by 1989. Generally, the number of aircraft operations, miles flown, number of active pilots and aircraft, as well as fuel consumed, are all expected to show substantial increases in response to a healthy economy and relaxed regulatory environment. According to the forecast, commuter airlines will experience the largest gains over the next dozen years, as the number of passengers flown grows at an annual rate of 7.5 percent, from 6.5 million in FY 1977 to 14.5 million in FY 1989. Passengers carried by schedule airlines also are expected to increase, from 232 million in FY 1977 to 418 million in FY 1989, while cargo carried by all carriers is forecast to double, jumping from five to almost ten million tons a year.



CHANGES IN PERSONNEL SERVICES

Until further notice, the Employment Information Office, Room 101, Headquarters Building, will be open on Wednesday and Friday afternoons from 12:30 until 4:30 p.m. The Personnel Records Section, Room 102, will be open each afternoon except Wednesday from 12:30 until 4:30 p.m.

MLS AT JFK

FAA this week is installing one of its microwave landing systems (MLS) units on Runway 13 Left at New York's John F. Kennedy International Airport in preparation for a five-day operational demonstration scheduled to begin December 5. The MLS equipment was trucked from NAFEC where it has been undergoing evaluation for the past several months. Following the demonstration of the U.S. time reference scanning beam technique, the British will bring their Doppler system to JFK in February for a similar demonstration on the same runway. The agency will also demonstrate the MLS in Honduras later this month. Several Central American countries--Honduras, Guatemala, El Salvador, Nicaragua, and Costa Rica--have invited FAA to demonstrate the landing system at Toncontin Airport in Tegucigalpa in conjunction with the telecommunications meeting of the Organization of American States. The final decision on which system is to be the worldwide standard will be made by the full ICAO membership at a meeting now scheduled for April 1978.

CAMERON HONORED

The International Aviation Service Award was presented recently to James D. Cameron, International Liaison Officer in the Office of International Aviation Affairs. The award and accompanying silver medal cite "Outstanding accomplishments and beneficial contributions by an individual in furthering the interests of the U.S. in the field of international aviation affairs."

AIRBUS FLIES SCHEDULED HOP

A new type of wide body aircraft showed up on controllers' scopes last week in the Eastern and Southern regions as an Eastern Airlines-leased A-300 Airbus flew its maiden U.S. commercial flight from Newark to Miami and return. The European-built twin jet was substituted for a Boeing 727 trijet on a regularly scheduled flight. Eastern said it will continue to substitute the Airbus until it officially enters scheduled service on December 13, flying between New York/Newark and the Florida cities of Orlando, Tampa, West Palm Beach, Fort Lauderdale, and Miami. Eastern will use four leased aircraft for these operations.

DIAL C FOR CONCORDE

On November 22, when the Air France and British Airways Concorde made their first scheduled flights to JFK Airport, the FAA Noise Complaint Center received a total of 56 calls. There were 12 anti-Concorde calls, but 11 of them were made before the two aircraft arrived. Six people called to voice support for the Concorde and 19 curious folk wanted to know how many Concorde complaints had been received. In addition, there were 18 noise complaints about other aircraft, and there was one obscene call.

ICAO WANTS EXPERTS

The Office of International Affairs, Technical Assistance Division, Eastern Area Operations Branch, is seeking qualified candidates for its technical assistance project in Iran:

Electronics Engineer (Radar/Auto), FC-855-II (GS-14), Announcement No. AIA-77-347; Electronics Engineer (Nav/Comm), FC-855-11 (GS-14), Announcement No. AIA-77-348; ATC Specialist (Terminal), FC-2152-11 (GS-14), Announcement No. AIA-77-349; ATC Specialist (en route), FC-2152-11 (GS-14), Announcement No. AIA-77-350 (GS-14), Announcement No. AIA-77-350; General Engineer (Civil/Elec.), FC-801-11 (GS-14), Announcement No. AIA-77-351. Opening and closing dates for the above positions are: Open 11-8-77; Close 11-29-77. Interested applicants should forward an SF-171, "Personnel Qualifications Statement" and current DOT Form 3430.1, "Performance Evaluation Record" directly to the Employment Branch, APT-150, Federal Aviation Administration, 800 Independence Avenue S.W., Washington, D.C. 20591.

TRIMOTORS STILL FLYING

The Great Lakes Region reports that two vintage Ford Trimotors are being rebuilt for use as commercial carriers. The first of the two circa-1930 planes will fly regularly scheduled trips for Island Airways, Port Clinton, Ohio, in about nine months. The restoration of the second aircraft will take approximately two years. Besides these planes, there are two other Fords in commercial use in the U.S. These planes, operated by Scenic Airlines of Las Vegas, Nevada, are flown on sight-seeing flights over the Grand Canyon.

JANITORIAL SERVICE

The Flight Inspection Building will be converted to daytime janitorial service on December 5, 1977. This will complete the scheduled changeover.

Because of the conversion to daytime service, restrooms will be closed for cleaning for short periods of time. Please respect the closed signs which are posted. This will help to avoid accidents due to wet floors and allow the janitorial employees to complete cleaning as quickly as possible.

If you have comments/complaints regarding janitorial services, please notify the Inspection Section, AAC-53A, Ext. 4686. Comments/complaints should be directed to this contact point instead of telling the contractor janitorial employees.

The continued cooperation of Aeronautical Center employees is requested in the change to daytime janitorial service.

INSTRUMENT DEMONSTRATION

5 Programmable Instruments and 488 Bus Instrumentation Controller will be demonstrated by Syston Donner Corp. on Tuesday, December 6, 1:00 -3:30 p.m. in Room 379, MPB.



55 IS TOP SPEED

The Department of Transportation is taking the message of the national 55 mph speed limit law out onto the highways of America. Using DOT-provided bumper stickers, the Department of Defense and the General Service Administration are affixing the message, "55, It's a Law We Can Live With," to the rear bumpers of more than 250,000 Federal Government cars. Speaking at a Pentagon ceremony, DOT Secretary Adams noted "While states enforce the speed limit law, the Federal Government should set a good example. We should not ask the states to enforce laws that Government drivers sometimes disobey. This will serve as a reminder to everyone."

EQUIPMENT DISPLAY

On Monday, December 5, 1977, Tektronix, Inc., will have their mobile display van at the Aeronautical Center to exhibit their measurement and test equipment. The van will be located in front of Headquarters Building from 1:30 p.m. until 4:30 p.m. All interested personnel are invited to view this display equipment.

EMPLOYEE ASSN SERVICES

The following services are available from your Employees Association:

- Gaslight Dinner Theater tickets --\$9.00
- FAA Business Cards --250 cards for \$7.50; 1000 for \$10.00
- Duplicating machine --10 cents per copy
- Fishing, hunting and deer licenses
- Spanish peanuts: 5 lbs for \$4.00, 3 lbs for \$3.00
- Russell Stover candy on sale Thursday and Friday, December 1 and 2, and on December 15 and 16, in Hq Room 151.

The FAA Employees Association Price List is as follows:

2 oz Assorted Chocolates.....	\$0.45
1 lb Assorted Chocolates.....	\$2.20
2 lb Assorted Chocolates.....	\$4.35
3 lb Assorted Chocolates.....	\$6.50
5 lb Assorted Chocolates.....	\$10.70
1 lb Assorted Creams.....	\$2.20
2 lb Assorted Creams.....	\$4.35
1 lb Pecan Delights.....	\$2.85
8 oz Pecan Delights.....	\$1.50
1 lb Chocolate Covered Nuts.....	\$2.85
2 lb Chocolate Covered Nuts.....	\$5.65
1 lb Peanut Delights.....	\$2.30
8 oz Peanut Delights.....	\$1.20
1 lb Almond Delights.....	\$2.65
8 oz Almond Delights.....	\$1.35
1 lb Satin & Chips.....	\$2.00
8 oz Chocolate Balls.....	\$1.60

Collin Street Bakery Fruit Cakes

- 2 lb, \$5.95
- 3 lb, \$8.35
- 5 lb, \$13.50

The annual Employees Association Christmas Dance will be on December 3, 1977, in the Myriad Great Hall from 9 p.m. until 1 a.m. Tickets may be purchased in the EA Bookstore. They will not be sold at the door.

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. daily from 12:30 to 4:30 p.m., except Wednesday.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS.

Closing Date: December 7, 1977

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
AAC-77-281	AIRMEN AND AIRCRAFT REGISTRY Conveyances Clerk (Data Transcribing), GS-963-4	AAC-250	963
	This position requires a qualified typist.		
AAC-77-257*	FAA ACADEMY Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12	AAC-944	856 or 800
AAC-77-258*	Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12	AAC-943	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 technician or engineer at an AF Sector, a regional AF Division, the Washington Office of AF Service, or in FAA research, development or systems engineering.

Applicants selected at the GS-11 level will be eligible for promotion to GS-12 without further competition.

Closing Date: December 23, 1977



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Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-49 December 7, 1977

STATE OF THE ARTS

Final testing of the new automated radar terminal system, ARTS-II, destined for low and medium density airports, and initial tests of the ARTS III conflict alert program, are going head strictly on schedule. The ARTS II passed its factory acceptance tests recently. As soon as the checkout is completed, the equipment will be formally accepted by the agency. ARTS IIs also have been shipped to the FAA Academy, for use in training, and to the FAA-staffed TRACON at Edwards Air Force Base in California, the first operational facility to get the equipment. Technicians at Edwards are shooting for a mid-December completion of the on-site testing program. Commissioning of the system is scheduled to follow a 90-day shakedown period. ARTS IIs are slated to be installed at 71 airports around the country.

After successfully completing initial testing, "live testing" of the ARTS III add-on, conflict alert program will begin at Houston International Airport this week. Tests are scheduled to continue until January 10, but before that time, tapes of the program will be sent to all 53 single beacon, ARTS III sites. Barring unforeseen circumstances, the program should be "up" at these locations in about three months. Commissioning of the alert system at the nine dual beacon sites is tentatively scheduled for the fall of 1978, following testing at Miami.



GROUNDBREAKING FOR NEW RTF BUILDING

Ground will be broken December 22, 1977, at the Aerounatical Center for the agency's newest major structure--a radar training facility. The \$3 million, windowless building, being constructed next to the Air Traffic Building, will contain en-route and terminal radar labs as well as classrooms. The labs, designed for hands-on training, will be equipped with radar display equipment. Computers located in the basement of the building will generate realistic air traffic situations which will "come up" on the displays. Classroom teaching will deal with non-radar as well as radar procedures. According to the construction and equipment schedule, the RTF building should be ready to handle upward of 700 students by mid-1979.



MONDAYS ARE HOLIDAYS

Since both Christmas and New Year's Day fall on Sunday this year, Federal employees with a regular work week will have legal holidays on Mondays December 26 and January 2. Employees who must work on these days to accomplish the agency's mission will receive extra pay or compensatory time off. **HAPPY HOLIDAYS.**

ICAO SEEKS APPLICATIONS

The following assignments are now available with the International Civil Aviation Organization (ICAO).

DAKAR 2 Yrs — PC-33/77 Technical Officer, RAC/SAR, P-3. Gross: \$23,910 per annum and Net \$16,978 per annum without dependents and \$18,193 per annum with dependents.

MONTREAL 2 yrs — PC-35/77 Statistical Officer, P-4, Gross: \$29,940 per annum and Net (free of tax): \$20,209 per annum without dependents and \$21,756 per annum with dependents. Applications due in AIA-19 by December 22, 1977.

CAIRO 2 yrs — PC-34/77 Technical Officer, P-2, Gross: \$19,040 per annum and Net (free of tax): \$14,149 per annum without dependents and \$15,096 per annum with dependents. Applications due in AIA-19 by January 3, 1978.

Additional information about salary, qualifications and benefits is available at your personnel office. Federal employees accepting ICAO assignments are entitled to restoration rights.



X-RAY FINDS EXPLOSIVES

A new type of "non-imaging" X-ray that does not require constant monitoring is currently being tested by the agency at Newark Airport. The X-ray system is designed to screen checked luggage automatically for explosives and sound an alarm when a bomb is suspected. It works on the principle that explosives absorb more X-ray energy than material normally found in a suitcase and that sensors can detect this increased absorption. The test is designed to determine what impact, if any, the use of the X-ray would have on the expeditious handling of luggage.

The principal advantage of the new system over conventional X-rays is that it does not have a picture display and does not need monitoring by a person who might make a mistake

ORDER CANCELED

FAA Order 1500.19, Reduction of Travel for Fiscal Year 1977 (RIS: BU 2510-OT) is canceled and will be reflected in the next edition of the FAA Directives Checklist. Coordination with OST indicated that the annual reporting required by this order is not needed for FY 1978. Guidelines in the Travel Manual (DOT 1500.6) and in agency directives to plan travel carefully and prudently, and to authorize and approve only that travel necessary for effective administration of FAA programs remain in effect.



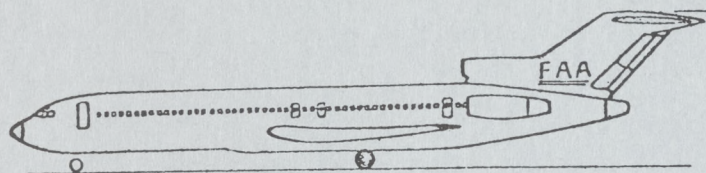
BEWARE OF GIFTS

Now that we are into December with the holiday season soon upon us, employees should keep in mind guidelines in connection with the acceptance of gifts from persons who deal with the Department of Transportation. Regulations prohibit the acceptance of gifts, favors, entertainment, or other things of monetary value from a person who has or is seeking business or financial relationships with DOT, conducts operations regulated by the Department, or has interests that may be substantially affected by the performance or nonperformance of an employee's duties. An exception to this policy exists when circumstances make it clear that a family relationship, rather than the persons concerned is the motivating factor behind the gift or favor. For full details, see DOT Regulations, Part 99, Employee Responsibilities and Conduct or check with the Personnel Management Division.



JET INSPECTING PACIFIC

Things are up to date in Honolulu, at least in the FAA flight inspection fleet. The island's Flight Inspection Group recently accepted a Boeing 727 tri-jet from the Aeronautical Center where the aircraft was equipped with a sophisticated electronics package to carry out flight inspection missions over the Pacific. The new jet will do the job faster, better and cheaper than the two aircraft it replaces, a turbo-prop Lockheed Electra and the old reliable piston-engine DC-3.



REPORTS AVAILABLE

A list of 97 FAA scientific and technical reports available to the public was released this week. The updated list covers the period from August through October 1977. Subjects covered by the reports include aircraft safety, airports, air traffic control, aviation medicine, communications, navigation 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. 20591.



SIMPLIFIED PROGRAM SAVES \$\$\$

In a move to save time, energy and money, slightly over one million, for both the government and the public, the agency has determined that airplane owners will not have to revalidate their registration every year. From now on revalidation will be required only every three years.

The yearly revalidation program was begun in 1970 in order to purge the registry of obsolete data, and that has been done. The registry now is estimated to be at least 95 percent accurate.

In addition to changing the frequency of revalidation, the agency has divorced this process from the Activity Reporting Program. In the future, activity data will be obtained through a sample survey of general aviation aircraft owners. The first annual, random survey will be conducted in February 1978. Questionnaires will be mailed to some 30,000 general aviation aircraft owners, about 14 percent of the total.

IT ONLY HURTS

You've got to have a sense of humor to work in Safety. The following are direct quotes from accident reports written by people to whom the accidents happened. While you may get a chuckle, consider that someone incurred pain in each one.

"Riding dirt bike, tipped over, sprained entire body."

"Playing with dog, punctures in hands, legs and feet."

"Running down mountain, cut finger."

"Dropped pipe on finger, broke finger." (We suggested a lighter brand of tobacco.)

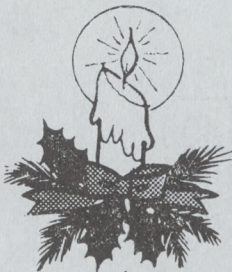
"Sleeping, cut hand."

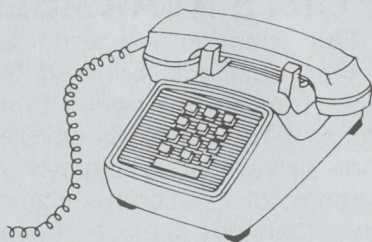
"Exciting my car, twisted ankle." (We hope he meant exiting.)

"Roller skating, fell, and was run over."

"Got up from couch, fell, twisted ankle, fell against heater, burned forearms, sprained right ankle and right toe." (Some days just nothing seems to go right.)

(Reprinted from U.S. Army Corps of Engineers Intercom.)





FTS TELEPHONE USAGE

Numerous complaints have been made to the Southwestern Bell Telephone Company and the Communications Section, AAC-44C, by telephone subscribers in the Midwest City area who are receiving calls intended for FAA. Unfortunately, many of these calls are being made to (405) 732-XXXX telephone numbers in Midwest City at all hours of the day and night. These complaints have been numerous enough to elevate the problem to the AT&T headquarters in Washington, D.C. Aeronautical Center employees can assist in alleviating this problem by emphasizing the fact that the 732-XXXX telephone number is FTS in all their telephonic and written contacts with FAA employees at other location.



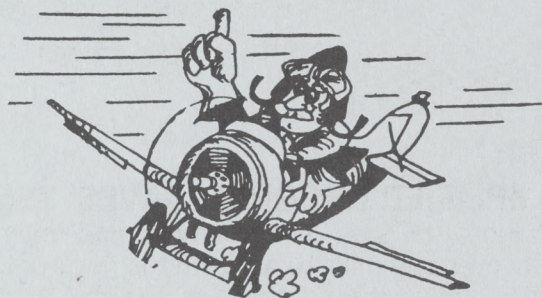
*The typographical error
Is a slippery thing and sly;
You can hunt 'til you are dizzy,
But it somehow will get by.
'Til the forms are off the press,
It is strange how still it sleeps;
It shrinks down in a corner,
And it never stirs or peeps.
That typographical error
Is too small for human eyes;
'Til the ink is on the paper
When it grows to mountain size.
The boss just stares with horror,
Then he grabs his hair and groans;
The copy reader drops his head
Upon his hands and moans.
The remainder of the issue
May be clean as clean can be;
But the typographical error
Is the only thing they'll see.
(Copied from Alaskan Region Intercom)*

EMPLOYEE ASSN SERVICES

The following services are available from your Employees Association.

- Gaslight Dinner Theater ticket — \$9.00
- FAA Business Cards — 250 cards for \$7.50; 1000 for \$10.00
- Duplicating machine — 10 cents per copy
- Spanish peanuts: 5 lbs for \$4.00, 3 lbs for \$3.00

Russell Stover candy will again be on sale Thursday and Friday, December 15 and 16 in Hq Room 151.



FAA FLYING CLUB MEETING

The December meeting of the FAA Flying Club will be held Saturday morning, December 10, at the Cattlemen's Cafe, 1309 South Agnew. A buffet breakfast for \$3.00, including tax and tip, will be served at 8:00 a.m. for the early risers. The meeting will start at 9:00 a.m. All members are encouraged to attend as this is a very important meeting with an opportunity to voice your views, pro and con, concerning a proposed by-law change. Prospective members are welcome.



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. daily from 12:30 to 4:30 p.m., except Wednesday.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS.

Closing Date: December 14, 1977

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FACILITY SUPPORT DIVISION			
AAC-77-283	Carpenter, WG-4607-9	AAC-55	JE-4607
AIRCRAFT SERVICES BASE			
AAC-77-284	Electronics Technician GS-856-5/7/9/11 Duty Location: Belleville, Illinois	AAC-830	830
AAC-77-285	Aircraft Mechanic Foreman, WS-8852-12 A & P License required.	AAC-830	JE8852
FAA ACADEMY			
AAC-77-259*	Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AAC-953	1825

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

A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, engineer, or specialist at an FS 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.

*Closing Date: December 21, 1977

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<i>FSNFO NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-77-80	Manager, Flight Inspection Field Office, GS-301-15	ACY FIFO	301-7
Area of Consideration: DOT-wide			
Closing Date: December 28, 1977			
FSNFO-77-83	Airspace System Inspection Pilot, GS-2181-13 (Inspection Position)	ACY FIFO	2181

Area of Consideration: FSNFO-wide

Closing Date: December 21, 1977

NOTE: Submit breakout of PIC and SIC time.

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Freida J. Fossett	Secretary (Stenography)	AAC-73	AAC-SR-77-2
Gerald W. Hill	Airspace System Inspection Pilot	AFS-570	FSNFO-77-65
*Warren P. Conrad	Airspace System Inspection Pilot	AFS-520	FSNFO-77-66
Robert W. Ritter	Aviation Safety Inspector (Airworthiness)	AFS-580	FSNFO-77-72
James E. Baumann	Air Traffic Control Specialist (Center-Instruction)	AAC-930	AAC-77-47
*Jack O. Fisher	Air Traffic Control Specialist (Center-Instruction)	AAC-930	AAC-77-47
*Joseph E. Gardocki	Air Traffic Control Specialist (Center-Instruction)	AAC-930	AAC-77-47
*James J. O'Brien	Air Traffic Control Specialist (Center-Instruction)	AAC-930	AAC-77-47
Andrew B. Oltmanns	Air Traffic Control Specialist (Terminal-Instruction)	AAC-930	AAC-77-48
Dennis L. Rice	Electronics Tech. (Instruction)	AAC-940	AAC-77-105
Harold L. Cornine	Airspace System Inspection Pilot (Instruction)	AAC-950	AAC-77-147
*Edward E. Taylor	Airspace System Inspection Pilot (Instruction)	AAC-950	AAC-77-147
*Harry C. Hunt	Electronics Technician (Instruction)	AAC-954	AAC-77-148
*Tommy A. Allison	Aviation Safety Inspector (Airworthiness-Instruction)	AAC-950	AAC-77-149
Glynda Smith	Purchasing Agent	AAC-72	AAC-77-149A
*Larry A. Garrett	Aviation Safety Inspector (Operations-Instruction)	AAC-950	AAC-77-154
Dickie M. Long	Aviation Safety Inspector (Operations-Instruction)	AAC-950	AAC-77-154
*Edward A. McCorvey	Aviation Safety Inspector (Operations-Instruction)	AAC-950	AAC-77-154
Gordon E. Eubank	Electronics Tech. (Instruction)	AAC-940	AAC-77-155
Joseph P. Featherston	Electronics Tech. (Instr.)	AAC-940	AAC-77-155
*Stewart F. Meyer	Electronics Tech. (Instruction)	AAC-940	AAC-77-155
*Paul Seewerker	Electronics Tech. (Instruction)	AAC-940	AAC-77-155
Kenneth R. Underwood	Electronics Tech. (Instruction)	AAC-940	AAC-77-155
Donald L. White	Electronics Tech. (Instruction)	AAC-940	AAC-77-155
*Charles E. Baxter	Electronics Engineer	AAC-1020	AAC-77-184
Thomas J. Conley	Civil Engineer (Instr.)	AAC-960	AAC-77-185
*Robert C. Finley	Civil Engineer (Instr.)	AAC-960	AAC-77-185
Christine T. Parrish	Purchasing Agent	AAC-72B	AAC-77-193
Lucinda Williams	Purchasing Agent	AAC-72B	AAC-77-193
Robert E. Anderson	Electronics Technician	AAC-830	AAC-77-231
Alfred C. Raines	Painter Leader	AAC-443	AAC-77-235
Loyd P. Smith	Equipment Spec. (Electronic)	AAC-482	AAC-77-236
Andrew Burris	Supervisory Computer Spec.	AAC-340	AAC-77-240
*Nancy McConnell	Classification Clerk (Typing)	AAC-15	AAC-77-246
*Bobbie J. Mardis	Public Information Spec.	AAC-5	AAC-77-247
Dempsey M. Lawson	Sheet Metal Mechanic	AAC-443	AAC-77-252

*Competitive Reassignment



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

77-50 December 14, 1977

LOW FLYER IS CHASTISED

A number of readers have asked for a follow-up on the historic collision between plane and surfboard that occurred off Oahu's north coast in the Hawaiian Islands and was reported in the November 14 INTERCOM. Following the "conflict" between the low flying biplane and the high-flying surfboard, the surfer sued the pilot for damages to the surfboard, which, incidentally, the swimmer had abandoned seconds before the actual collision. The businessman pilot replied that the surfer had thrown the board at the dark blue, fabric-covered plane. After hearing both complainants, FAA suspended the pilot's license for nine months. According to Pacific Region counsel, the pilot had violated Federal Aviation Regulations, Part 91, which prohibits flying at less than 500 feet altitude over people and buildings, including swimmers and surfers. The pilot is apparently appealing the decision.



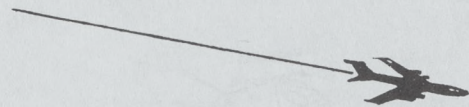
CHRISTMAS PROGRAM

The Employees Association Annual Christmas Program will be on Thursday, December 15, 1977, in the Headquarters Auditorium. The program will be presented by the Mustang High School Choral Group. Performance times are 11:00 a.m., 11:30 a.m. and 1:00 p.m. All employees are invited to attend.

MLS GETS HIGH MARKS

Enthusiastic reports came back from Kennedy International Airport last week after the new Time Reference Scanning Beam/Microwave Landing System (TRSB/MLS) was demonstrated publicly.

Reporters taken aloft watched as the pilot and co-pilot of a NASA B-737, equipped with an automatic flight control system, sat with their hands in their laps while the plane descended through a 2,500-foot overcast to a flawless landing on JFK runway 13 Left. The TRSB/MLS, jointly developed by the U.S. and Australia, is currently being demonstrated by the agency in the U.S. and in various foreign countries. It is the U.S. candidate for selection as the international standard at an ICAO meeting to be held in April 1978.



RTF GROUNDBREAKING CEREMONY

As announced in last week's INTERCOM, we are "breaking ground" for the Academy's new Radar Training Facility on December 22, 1977. The ceremony will be at 11:00 a.m. with Fourth District Congressman Tom Steed keynote speaker.

Because of all the visitors coming to attend the groundbreaking ceremony, the parking lot north of Headquarters Building will be reserved for guests. Aeronautical Center employees should make arrangements to use other parking Areas on that day.

DECEMBER FAA WORLD

The December issue of FAA WORLD should be out this week; unfortunately, the Christmas mail avalanche will probably seriously delay its receipt in the mail. Perhaps during the holiday week, you'll be able to read about "A Rewarding Side-line" --the world of the grievance examiner... "The Pride of the Agency" is about that bumper crop of FAAers who garnered the Secretary of Transportation's awards for valor and meritorious achievement, and "Acclaim for Valor" tells how one of them earned his plaudits... FAA is often asked "Which Frequency Can I Use?" and the agency responds quickly, as this story explains... "Forest Fires --FAA Helps When It Strikes" the agency's responsiveness to the need during last summer's disastrous fires, including answering that question on frequencies. . . FAA inspectors are "Screening Warbirds To Fly Again," a job that takes them to the desert at Davis-Monthan AFB. . . "If DaVinci Could See Us Now!" describes the resolution of the age-old problem of human-powered flight, as one man cops the long-standing British prize for this feat. . . "The Life and Times of an Aviation Diplomat" tells about a former FAAer whose background was an exciting page in aviation history. . . plus the December issue brings you a "Word Search," *Small World*, *Federal Notebook*, *Faces and Places*, *Direct Line* and *Heads Up*.

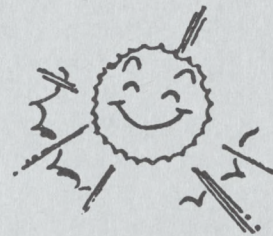


HOLIDAY PAY CLARIFIED

In our article in the December 7 INTERCOM concerning holiday pay, we stated "Employees who must work on these days (December 26 and January 2) to accomplish the agency's mission will receive extra pay or compensatory time off." This is incorrect. The employee will receive the extra pay. However, compensatory time off for this work is not authorized. See paragraph 83 of 3550.10, Pay Administration (General).

HEAT UNLIMITED

Interested in switching to solar energy? You might be able to get financial help -- from 25 to 50 percent of the total costs --from the Energy Research and Development Administration (ERDA). The amount of assistance depends on whether you have the solar heat equipment installed or whether you do it yourself. Whichever you do, the first step is to get estimate forms and instructions, which are available at no cost from ERDA's Division of Solar Energy Technology Transfer, Washington, D.C. 20545. Even if you are not technically inclined, the information provided will give you a basis for discussing a solar installation with heating and plumbing contractors. After the estimate form is completed and sent to the appropriate office, you will receive additional information, such as your optimum solar system size; performance characteristics; and a comparative cost analysis, showing the cost advantages of installing a solar hot water system.



FOUR LEGGED TOWERS MULTIPLY

Construction was okayed recently for yet another four-legged air traffic control tower similar to the distinctive tower that had its debut at the Dallas/Fort Worth International Airport in 1973. The newest quadruped, expected to be completed in the spring of 1979, is being built at Colorado Springs, Colorado. The shaft will be 120 feet high and will support an octagonal or eight-sided cab. (The Dallas/ Fort Worth cab is an undecagonal, or eleven-sided, but subsequent towers have the more traditional octagonal structure.) The agency's second tower to be built around the four column concept was commissioned at Atlanta's Hartsfield International Airport in July 1976, a third is in operation at Phoenix, Arizona, and two more are under construction at Charlotte, N.C., and Charleston, W.Va.

TOP AF SECTORS PICKED

The FY-1977 regional winners for the Airways Facilities Sector of the Year Award have been selected from each of two categories. The two categories are: General National Airspace System and Air Route Traffic Control Center. Regional winners in each respective category will become nominees for national awards which will be announced in February. The regional winners represent the highest standards of performance in providing essential service to the flying public and maintaining safety and reliability of hardware in the national aviation system. The general NAS and seven ARTCC sector winners by region are:

New England: General NAS -- Providence, Rhode Island; ARTCC -- Nashua, New Hampshire.

Eastern: General NAS -- Baltimore, Maryland; ARTCC -- New York, New York.

Southern: General NAS -- Covington, Kentucky; ARTCC -- Memphis, Tennessee.

Great Lakes: General NAS -- Springfield, Illinois.

Central: General NAS -- Omaha, Nebraska; NATCOM -- Kansas City, Missouri.

Southwest: General NAS -- Shreveport, Louisiana; ARTCC -- Houston, Texas.

Rocky Mountain: General NAS -- Grand Junction, Colorado.

Western: General NAS -- Oakland, California; ARTCC -- Oakland, California.

Northwest: General NAS -- Eugene, Oregon.

Pacific: General NAS -- Honolulu, Hawaii; ARTCC -- Diamond Head, Hawaii.

FLIGHT INSPECTORS SAVE LIVES

The FAA flight inspection crew was inbound to Grand Turk Island in the Caribbean when the tower called to say that a distress call had been heard somewhere in the vicinity. The tower wasn't sure whether a "Mayday" call had been heard from a plane in trouble or if a signal from an Emergency Locator Transmitter (ELT) had been picked up. Regardless, the FAA plane, N-54, was alerted and they searched the area with sophisticated radio equipment. Finally a signal was picked up. It was faint and elusive, but it was enough and N-54, flown by plane commander Clarence L. Gibson and Clarence F. Beverly, with technician Robert G. Wade and Atlanta FIFO Chief Tom Smith also aboard, homed in on the signal. Below them, five cold, wet people drifted on the dark sea in a tiny liferaft. They were survivors of the sailing vessel, *Rattlesnake*, which had been wrecked on a reef only hours before. By using the precise inertial guidance and area navigation in the inspection aircraft, the FAA crew managed to pinpoint the survivors' exact location. This information was passed on to the Coast Guard, and the weary seafarers were soon plucked from the sea.



EMPLOYEE ASSN SERVICES

The following services are available from your Employees Association:

- Gaslight Dinner Theater tickets -- \$9.90 each
- FAA Business Cards -- 250 for \$7.50, 1000 for \$10.00
- Duplicating machine -- 10 cents per copy
- Spanish peanuts: 5 lbs for \$4.00; 3 lbs for \$3.00
- Russell Stover candy will be on sale Thursday and Friday, Dec. 15 and 16 in Hq Room 151.



PROMOTION PLAN ANNOUNCEMENTS

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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. daily from 12:30 to 4:30 p.m., except Wednesday.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: December 21, 1977

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
ADMINISTRATIVE SERVICES DIVISION			
AAC-77-292	Supply Clerk, GS-2005-4 This position requires lifting a maximum of 50 lbs.	AAC-45	2005
CIVIL AEROMEDICAL INSTITUTE			
AAC-77-293	Medical Record Clerk (Typing), GS-675-3 This position has promotion potential to GS-4 without further competition.	AAC-130	675
AAC-77-294	Lead Medical Record Technician, GS-675-4	AAC-130	675
FAA DEPOT			
AAC-77-295	Production Controller, GS-1152-9	AAC-449	1152
AIRCRAFT SERVICES BASE			
AAC-77-296	Production Controller, GS-1152-11 Incumbent functions in dual capacity of Production Controller and Aeronautical Center Emergency Operations Officer.	AAC-850	1152
FAA ACADEMY			
AAC-77-297	Clerk-Typist, GS-322-4	AAC-930	322
AAC-77-260*	Air Traffic Control Specialist (Center-Instruction), GS-2152-13	AAC-931	2152
A minimum of 1 year of FAA experience is required within the last 6 years as an AT specialist at an AT field facility, Regional AT Division, the Washington Office of AT Service or in an AT position with the FAA Systems Research and Development Service.			
Closing Date: December 26, 1977			
AAC-77-261*	Air Traffic Control Specialist (Terminal-Instruction), GS-2152-13	AAC-932	2152

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

Closing Date: December 26, 1977

AAC-77-262*	Air Traffic Control Specialist (Station-Instruction), GS-2152-11	AAC-933	2152
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A minimum of 1 year of FAA experience is required within the last 6 years as an AT Specialist at an AT field facility, Regional AT Division, the Washington Office of AT Service or in an AT position with the FAA Systems Research and Development Service.

Closing Date: December 26, 1977

AAC-77-276*	Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer, (Instruction), GS-855-11/12	AAC-942	856 or 800
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A minimum of 1 year FAA experience is required within the last 6 years as a technician or engineer at an AF Sector, a regional AF Division, the Washington Office of AFS or in FAA research, development or systems engineering. Applicants selected at the GS-11 grade level will be eligible for promotion to GS-12 without further competition.

Closing Date: January 6, 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 ANNOUNCEMENTS

<i>FSNFO NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-77-81	Aviation Safety Inspector (Operations), GS-1825-14	AFS-560	1825

Closing Date: December 30, 1977

Area of Consideration: FAA-wide



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

December 16, 1977

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

PARKING CHANGES

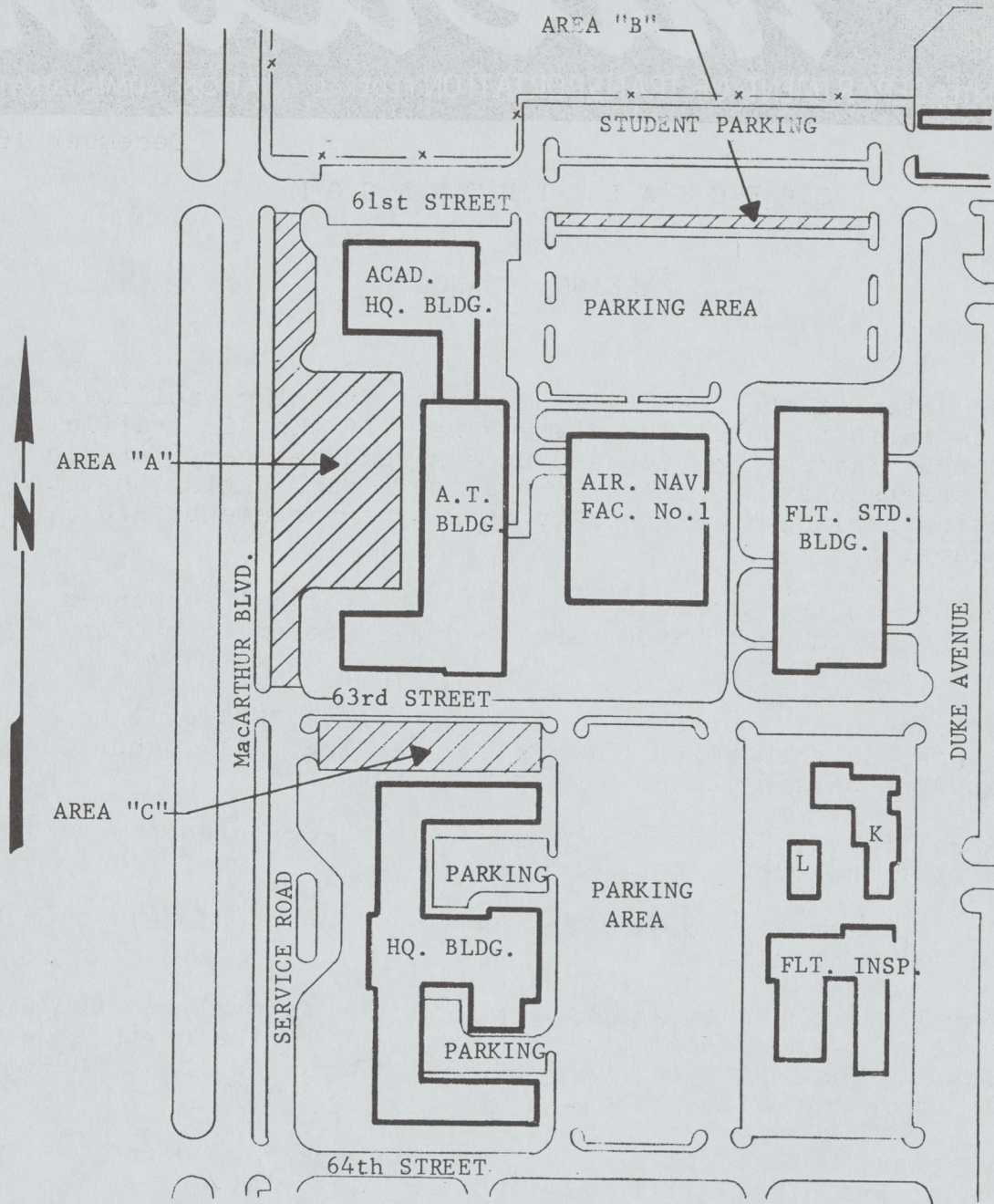
Construction of the Academy's new Radar Training Facility will soon begin in the area immediately west of the Air Traffic Building. The parking lot and access road between 61st and 63rd Streets east of MacArthur will be closed during the construction period, so changes in parking arrangements are necessary.

Beginning Monday, December 19, 1977, the following changes will be made in designated parking areas (refer to map on back):

1. The south side of S.W. 61st Street (Area "B") will no longer be authorized for student parking. All other student parking areas will remain the same.
2. Area "B" may be used by permanently assigned Aeronautical Center employees.
3. The construction area (Area "A") will be completely blocked off from parking or through traffic.
4. The visitor and one-hour parking areas formerly on the west side of Academy Headquarters are moved to the north side of Academy Headquarters, beginning at the access road and extending east six spaces.

On Thursday, December 22, 1977, a groundbreaking ceremony for the Radar Training Facility will bring many visitors to the Aeronautical Center; therefore, several parking places will be reserved for the press in the parking lot north of Headquarters Building (Area "C").

Your patience and cooperation will be appreciated during this period of inconvenience with blocked roads and slow-moving equipment which always accompany a building project. If we remain on schedule, construction will be completed by mid-1979.





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SEASON'S GREETINGS

77-51 December 21, 1977



As we enter the Christmas holiday, and another year draws to a close, we can look back on twelve months of accomplishment in the face of many substantial challenges. You met those challenges with the can-do professional spirit of a first-rate organization. Your performance has made the Aeronautical Center set this high standard of excellence in which we can all take pride. I give you my congratulations, my thanks, and my best wishes to you and yours for a happy and joyous holiday season.

THOMAS J. CRESWELL

FAA/PATCO AGREE

FAA Administrator Langhorne Bond announced that the agency has reached a tentative agreement with the Professional Air Traffic Controllers Organization (PATCO) on a new three-year contract. The announcement came after an all night bargaining session in the FAA Washington headquarters. The contract now must be approved by Secretary Adams and ratified by the more than 15,000 FAA air traffic controllers who are PATCO members. Bond called the terms of the agreement "fair and equitable" and said they would promote the best interests of all parties involved. He praised both negotiating teams for their determined efforts that led to the resolution of the outstanding issues. Mr. Bond said he was particularly happy with the three-year duration of the pact rather than the two-year period covered by previous contracts. "I think the increased duration will provide greater stability in our relations with PATCO and provide greater stability in our relations with PATCO and facilitate the development of sound labor-management policies and programs," he added.

If adopted, the new agreement will replace the contract that expired July 7 but has remained in effect during negotiations under an extended duration clause. Initial negotiations began last May with subsequent bargaining sessions in July and September. Since mid-October, FAA and PATCO representatives have held a series of meetings in an effort to resolve outstanding issues. Included were meetings last week between Administrator Bond and PATCO President John Leyden.

FAA AT CRASH SCENE

FAA officials sent to the scene of the tragic DC-3 crash in Evansville, Indiana last week include William Brennan, AFS-50, Accident Investigation Staff; and Thomas F. Tager, AGC-40, Litigation Division. The agency's first responsibility at the scene is to determine if this crash indicates a need for immediate corrective action. Determining the probable cause of the accident is the responsibility of the National Transportation Safety Board.

NOAA TO PUBLISH AIM INFO

FAA expects to stop publication of Parts II and III of the Airman's Information Manual in about a year. The extensive airport, airport facilities and Navaid information currently listed in these Parts will be included in a new seven-volume airport directory being published by the National Oceanic Atmospheric Administration (NOAA). Each of the seven volumes will cover a specific geographical region. For instance, the first directory which became available December 1, lists airports and facilities in the southeast corner of the United States, including Puerto Rico and the Virgin Islands. The volume covering the south central and southwest will become available in late January 1978, whereas the northwest and north central volume is scheduled for distribution in March 1978. All seven will be published by May 1978. The volumes will be revised every 56 days.

Individuals may buy or subscribe to as many volumes as they wish. A year's subscription to one volume will be \$10 while subscriptions for all seven will be \$37.50. Individual volumes will be on sale for \$2.

WHICH CHARLESTON?

The new four-legged tower which last week's INTERCOM said was being built in Charleston, W.Va., is, in fact, under construction in Charleston, South Carolina.

WHAT'S IN A NAME?

According to officials at Baltimore/Washington International Airport, there is something important in a name, and there is something important in an FAA assigned airport identifier also. For years the Marylanders have been trying to get their airport identifier changed from BAL to BWI, and last week, Administrator Bond, during a speech in Baltimore, announced that the change would be granted and is expected to become effective some time this spring. It will take this long to make the changeover which involves reprinting schedules and baggage tags, reprogramming hundreds of airline computers and generally retraining personnel.

CONCORDE AT KENNEDY

The first monitoring reports of Concorde operations at New York's JFK Airport show noise levels of the supersonic plane were much lower than at Dulles in Washington. On both departure and approach the Effective Perceived Noise Level (EPNL) averaged approximately 10 decibels less than at Dulles. One reason for the quieter operation is that after takeoff the SST makes an immediate left turn over Jamaica Bay away from built up areas where the noise monitoring equipment is located. In addition, because the trip from New York to Europe is shorter, takeoff gross weight at JFK is approximately 23,000 pounds less than at Dulles. This contributes to a significantly quieter departure. The report which covered 23 takeoffs and landings during the SST's first week of operation at JFK, was released last week.

DISCOUNT FARES

Hundreds of thousands of dollars can be saved in FAA yearly through use of airline discount fares. A recent General Accounting Office study showed a significant savings opportunity exists in arranging travel in advance to training centers in Oklahoma. Good management dictates taking advantage of this savings opportunity.

In a memorandum dated August 25, the Comptroller General described types of discounts available to air travelers. Round-trip excursion rates are available for trips with known duration of 7 to 30 days when reservations are confirmed and tickets purchased at least 14 days before departure and when no more than two stopovers (including final destination) are planned. There is no penalty for canceling or changing a reservation. Group rates provide even greater savings but ordinarily could not be obtained by individual travelers. Group rates should be arranged by travel offices, training officials, etc., whenever opportunity arises. Each traveler is urged to be sure that the lowest rate is obtained when traveling by air.

TRY, TRY AGAIN

It Was a rainy, November afternoon. Visibility from the tower at Boston's Logan Airport was only 3/8th of a mile when a pair of matching (Cessnas) light, single engine aircraft were handed over to Approach Control from the Boston Center. Radar controllers, Kevin Brophy, Peter Conahue and Richard Gedrimas were quickly told that Cessna 22 Hotel was lost and low on fuel, and the second plane was there to lead the non-instrument rated pilot through the overcast for a landing at the Bedford (Mass.) Airport. But it didn't work out that way. Cessna 22H lost its escort in the clouds and the pilot climbed hurriedly to the temporary security above the clouds. After a second plane, with a pilot instructor aboard, tried to lead the meandering Cessna to a landing, controllers played their hand. Although weather continued to be marginal, they gave the pilot an ASR (Airport Surveillance Radar) approach, and one hour and 33 minutes after being identified by FAA radar, Cessna 22H landed safely on runway 15 Right at Logan Airport.

During the month of November, 279 flight assists were reported; 118 by flight service stations, 129 by towers and 32 by enroute centers. There were a total of 351 people reported on board the aircraft involved. The primary causes for the assists included 170 lost pilots, 26 low on fuel, 54 involved with inclement weather, and 68 with some type of equipment malfunction.

NOISE RULE AIRED

The first public hearing on the proposed noise rule for civil supersonic aircraft was held in Washington last week and drew comments from industry, environmentalists, private citizens as well as a congressman. The notice of proposed rulemaking, issued last month, would require all civil supersonic aircraft, except the 16 Concorde already flying or in production, to meet Federal noise standards that now apply only to subsonic aircraft. A follow-up meeting is scheduled to be held in Honolulu on January 11-12, 1978.

GROUND BREAKING REMINDER

A reminder that we are breaking ground for the Aeronautical Center's new Radar Training Facility tomorrow, December 22, at 11:00 a.m.

Fourth District Congressman Tom Steed will be the keynote speaker. All employees, who can do so, are invited to attend the ceremony.

AERO CENTER CAFETERIA SERVICES

During the holiday season, temporary changes are being made in cafeteria services.

Headquarters December 27-30 - Breakfast and lunch only. Lunch will be limited to the Deli, Salad Bar, and Grill. No evening meal will be served. Cafeteria will close at 3:00 p.m.

Multi-Purpose Closed all day December 22 only.

ARB December 27-30 - Normal day-time services, plus evening meal will be served.

Hangar 9 Will be closed after breakfast December 23 until January 3, 1978.

Normal services will resume in all cafeterias on January 3, 1978.

EMPLOYEE ASSN SERVICES

The Employees Association Bookstore will be closed December 27 through 30. This week Russell Stover candy is on sale in the bookstore.

The following services are available from your Employees Association:

- Gaslight Dinner Theater Tickets, \$9.90
- FAA Business Cards; 250 for \$7.50, 1000 for \$10.00
- Duplicating machine, 10 cents per copy
- Spanish peanuts: 5 lbs for \$4.00; 3 lbs for \$3.00

Merrily

We wish you

a Mer-ry Christ-mas,
 We wish you
 a Mer-ry Christ-mas;
 We wish you a
 Mer-ry Christ-mas,
 And a Hap-py
 New Year!

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. daily from 12:30 to 4:30 p.m., except Wednesday.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<i>FSNFO NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-77-84	Aircraft and Avionics Maintenance Officer, GS-301-12/13	MSP-FIFO	301-7

If filled at GS-12 level, incumbent may be promoted to GS-13 without further competition.

Closing Date: January 4, 1978

Area of Consideration: FSNFO-wide

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: December 28, 1977

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ADMINISTRATIVE SERVICES DIVISION			
AAC-77-298	Supply Clerk, GS-2005-3	AAC-45	2005

This position requires lifting a maximum of 50 lbs.

FACILITY SUPPORT DIVISION			
AAC-77-299	Maintenance Mechanic Foreman, WS-4749-10	AAC-55C	JE-4749

DATA SERVICES DIVISION			
AAC-77-300	Peripheral Equipment Operator, GS-332-3	AAC-340	332

This position has promotion potential to GS-4 without further competition. Incumbent will be required to work rotating shift.

FAA DEPOT			
AAC-77-301	Engineering Technician, GS-802-4	AAC-442	802

This is a developmental position with promotion potential to Electronics Technician, GS-856-7, without further competition. Selected candidates will be required to successfully complete 12 months of OJT and FAA Academy training. A copy of the training plan and ranking criteria will be available for review in room 102, Headquarters Building, between the hours of 12:30 and 4:30 p.m., daily except Wednesday.

FAA ACADEMY

REGISTERS ESTABLISHED BY THE FOLLOWING ANNOUNCEMENTS MAY BE USED FOR 2 YEARS. HIGHLY QUALIFIED CANDIDATES WILL BE SCHEDULED FOR AN ASSESSMENT CENTER. 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.

Closing Date: December 30, 1977

For the following five positions, a minimum of 1 year of FAA experience is required within the last 6 years as an Air Traffic Specialist at an AT field facility, Regional AT Division, the Washington Office of AT Service or in an AT position with the FAA Systems Research and Development Service.

AAC-SR-77-5	Air Traffic Control Specialist (Terminal-Instruction), GS-2152-13 (Automation Positions)	AAC-930	2152
AAC-SR-77-6	Air Traffic Control Specialist (Center-Instruction), GS-2152-13 (Automation Positions)	AAC-930	2152
AAC-SR-77-7	Air Traffic Control Specialist (Terminal-Instruction), GS-2152-13	AAC-930	2152
AAC-SR-77-8	Air Traffic Control Specialist (Station-Instruction), GS-2152-11	AAC-930	2152
AAC-SR-77-9	Air Traffic Control Specialist (Center-Instruction), GS-2152-13	AAC-930	2152

For the following six positions, a minimum of 1 year of FAA experience is required within the last 6 years as a technician or engineer at an AF Sector, a regional AF Division, the Washington Office of AF Service or in FAA research, development or systems engineering:

AAC-SR-77-10*	Electronics Technician (Instruction), GS-856-9/11 (E.T. Qualifications Positions)	AAC-940	856
AAC-SR-77-11**	Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12 (Radar Positions)	AAC-940	856 or 800
AAC-SR-77-12**	Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12 (NAV/COMM Positions)	AAC-940	856 or 800
AAC-SR-77-13**	Electronics Technician (Instruction), GS-856-11/12 or Electronics Engineer (Instruction), GS-855-11/12 (Data Processing Positions)	AAC-940	856 or 800
AAC-SR-77-14*	Electrical Engineering Technician (Instruction), GS-802-9/11	AAC-940	802
AAC-SR-77-15	Electrical Engineering Technician (Instruction), GS-802-12	AAC-940	802

*Applicants selected at the GS-9 grade level will be eligible for promotion to GS-11 without further competition.

**Applicants selected at the GS-11 level will be eligible for promotion to GS-12 without further competition.

For the following position, a minimum of 1 year of FAA experience is required within the last 6 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 Program:

AAC-SR-77-16	Airports Program Specialist (Instruction), GS-301-13	AAC-960	301-12
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For the following position, a minimum of 1 year FAA experience is required within the last 6 years in a supply or procurement function in a region, NAFEC or Washington Headquarters.

AAC-SR-77-17	General Supply Specialist (Instruction), GS-2001-12	AAC-960	2000
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For the following two positions, 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 FS avionic operational or maintenance facility:

AAC-SR-77-18	Electronics Technician (Instruction), GS-856-11 or Electronics Engineer (Instruction), GS-855-11 (Avionics Positions)	AAC-950	856 or 800
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AAC-SR-77-20	Electronics Technician (Instruction), GS-856-12 or Electronics Engineer (Instruction), GS-855-12 (Avionics Positions)	AAC-950	856 or 800
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For the Following two positions, a minimum of 1 year FAA experience is required within the last 6 years as a supervisor, inspector, engineer or technician/specialist at an FS office (Washington, region/NAFEC, NFO or field):

AAC-SR-77-19	Electronics Technician (Instruction), GS-856-11 or Electronics Engineer (Instruction), GS-855-11 (Flight Inspection Positions)	AAC-950	856 or 800
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AAC-SR-77-21	Electronics Technician (Instruction), GS-856-12 or Electronics Engineer (Instruction), GS-855-12 (Flight Inspection Positions)	AAC-950	856 or 800
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For the following seven positions, 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):

AAC-SR-77-22	Aviation Safety Inspection (Airworthiness-Instruction), GS-1825-12/13	AAC-950	1825
Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition. An FAA mechanic certificate with airframe and powerplant ratings is required.			
AAC-SR-77-23*	Aviation Safety Inspector (Operations-Instruction), GS-1825-12/13 (General Aviation Positions)	AAC-950	1825
AAC-SR-77-24*	Aviation Safety Inspector (Operations-Instruction), GS-1825-12/13 (Air Carrier Positions)	AAC-950	18285
AAC-SR-77-25*	Aviation Safety Inspector (Manufacturing-Instruction), GS-1825-12/13	AAC-950	1825
AAC-SR-77-26**	Airspace System Inspection Pilot (Instruction), GS-2181-11/12/13 (Procedures Specialist Positions)	AAC-950	2181
AAC-SR-77-27**	Airspace System Inspection Pilot (Instruction), GS-2181-11/12/13 (Flight Inspection Positions)	AAC-950	2181
AAC-SR-77-28*	Aerospace Engineer (Instruction), GS-861-12/13 (Engineering and Manufacturing Positions)	AAC-950	800

*Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.

**Applicants selected at the GS-11 or 12 levels will be eligible for promotion to GS-13 without further competition.





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

7-52 December 29, 1977

TOP SLOT TO BE FILLED

An experienced pilot active in aviation business and education, Mary M. Anderson, was selected last week as the new Associate Administrator for Policy Development and Review. She has served on the National Academy of Science's Special Committee on Air Transport Activities and has been a personal consultant to the Lieutenant Governor of New York State on matters of transportation, tourism and industrial development. Besides serving on the Urban Transportation Advisory Commission to the U.S. Secretary of Transportation, her grassroots aviation experience includes serving as president of Aviation Management International--a firm that operates the Murfreesboro (Tenn.) Municipal Airport, including associated flight school, charter service and maintenance shops. In her new post, which she will assume on January 3, Anderson will direct the development of FAA's long-range planning and policy to help meet the ever changing needs of aviation. She will be responsible for the operations of the Office of Aviation Policy, the Office of Aviation System Plans and the Office of Environmental Quality.

WIND SHEAR MEASURED

A new surface wind monitoring system designed to detect low level wind shear caused by thunderstorms and fast moving weather fronts is now operating at six trial locations. Originally referred to as SWIMS for Surface Wind Monitoring System, its name has been changed to Low Level Wind Shear Alert System (LLWAS), which eliminates a clever acronym, but describes the primary purpose of the system more accurately. LLWAS was turned on this month at Tampa International, Oklahoma City's Will Rogers, Houston Intercontinental, Denver Stapleton, Atlanta Hartsfield and New York's JFK. The system uses a mini-computer to 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 wind velocity is detected, an aural and visual alarm is triggered in the airport control tower cab to alert controllers.

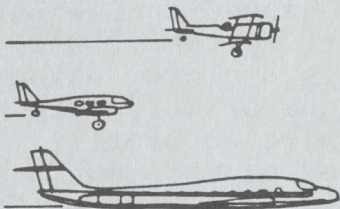
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HAPPY NEW YEAR

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AWARD WINNERS SOUGHT

Nominations for the Flight Standards Field Office of the Year Award were solicited last week as the schedule for the awards program was set by the Washington office. Nominations, one field office from each region and one from the Flight Standards National Field Office, must be submitted to AFS-1 no later than March 1, 1978. Winner of the national 1978 Award (covering performance during calendar year 1977) will be announced at the end of the month.



CANCELLATION OF AAF ORDERS

The following AAF orders are canceled and will be reflected in the next edition of the FAA Directives Checklist: 1380.37, Regional Airway Facilities Division Staffing Standard Study; 6040.1, Facilities Maintenance Work-Time Reporting; 6050.15, VHF 50 KHZ Channel Assignments for Air Traffic Control Functions; 6510.2; Standard Equipment and Position Configuration in ATCT Cabs; 6850.3, Installation Drawings for Visual Guidance Lighting Systems; 6950.7, Electrical Work, Interior - Specification FAA-C-1217c(3); 6950.9A, Facility Egress Emergency Lighting; 6950.10, Reducing Electrical Power Interruptions at FAA Facilities; 6980.3, Wind Baffle for Engine Generator Ventilation Construction Drawings; 6980.8, Instructions for Use of Power Failure Counters.

BAFFLING BOOMS

The FAA is informally cooperating with other government agencies in an effort to determine the cause of several alleged high-altitude "explosions" that reportedly have been heard up and down the east coast recently. Experts in the agency's Office of Environmental Quality are almost 100 percent sure that they are not being caused by sonic booms because they have not been recorded by the sensors it has set up to detect such booms from the Concorde supersonic aircraft. They also have determined that they pose no threat to civil aviation. But otherwise they are at a loss to explain them. As of this writing at least, Santa Clause is not under suspicion.

TRSB/MLS TO BE SHOWN

The agency will demonstrate a family of advanced approach and landing systems in Europe and Africa in early 1978. In January and February, the systems will be airlifted to four overseas sites: Kristiansand, Norway; Brussels, Belgium; Dakar, Senegal; and Nairobi, Kenya. Three versions of the Time Reference Scanning Beam Microwave Landing System (TRSB/MLS) will be shown: systems for use at small, and intermediate and at large airports requiring full MLS capabilities, such as the ability of pilots with properly equipped aircraft to make no-hands or automatic landings under zero altitude and visibility conditions. The small and intermediate versions will be shown in Kristiansand, the small system will be demonstrated at Dakar and Nairobi, and the small and large versions at Brussel.

JOBS SEEKING APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO).

MONTREAL - 2 years PC-36/77 Chief, Russian Section, P-5, Gross:

\$38,190 per annum and Net (free of tax): \$24,298 without dependents and \$26,299 with dependents per annum. Language Requirements -

A complete command of Russian as the native tongue, or the language used for the purpose of education, including an intimate knowledge of its syntax and stylistics. A working knowledge of French or Spanish is particularly desirable. Application due in AIA-19 by

2/9/78. 3 years PC-37/77 Economist-Policy and Regulation, P-4,

Gross: \$29,940 per annum and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Applications due in AIA-19 by

1/10/78.

39/77 Recruitment Officer -

two posts, P-3, Gross: \$23,910 per annum and Net (free of tax);

\$16,978 without dependents and \$18,193 with dependents per annum. Applications due in AIA-19

by 2/21/78. DAKAR 2 years -

PC-33/77 Administrative Officer,

P-2, Gross: \$19,040 per annum and Net (free of tax); \$14,149

without dependents and \$15,096 with dependents per annum.

Applications due in AIA-19 by

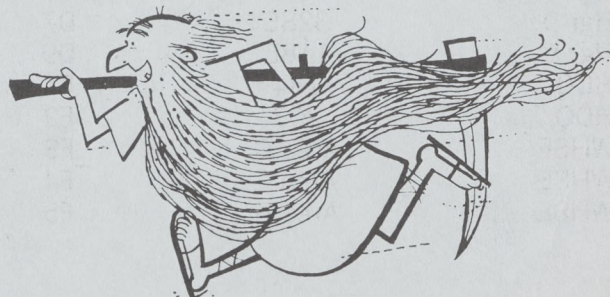
2/19/78. Additional information about duties, salary, qualifications and benefits is available at your

personnel office. Federal employees accepting ICAO assignments

are entitled to restoration rights.

AV-AWOS TESTS BEGIN

An unmanned aviation weather observation system that automatically collects and reports weather data will get a four-month test at Patrick Henry International Airport, Newport News, Va, beginning Jan. 6. The Aviation Automated Weather Observation System, or AV-AWOS, uses a series of automatic sensors to collect weather information on cloud heights, visibility, temperature, dew point, wind direction and speed, precipitation and barometric pressure on a continuous basis 24 hours a day. These readings are fed into a miniprocessor or computer that transforms the data into a weather sequence report. A digitized voice message then will be prepared automatically and broadcast over the Harcum VOR. Pilots also will be able to get the message via telephone before taking off. In addition, the weather sequence reports will be shown on a cathode ray tube display at two locations at Patrick Henry International Airport--the FAA Flight Service Station and the fixed-base operators' office--and at the Norfolk terminal radar approach control facility. The test is a joint effort of FAA and the Department of Commerce.



DIRECTIVES CHECKLIST

The Directives Checklist dated July 31, 1977, omitted national directives with prefixes such as AF, P, IM P, OA, PT P, etc. Do not destroy national directives with prefixes that do not appear in the Current Orders Section. The next checklist, which will be for the period ending October 31, 1977, will reflect prefixed directives.

RAPID TRANSIT

Do you have a message or a document that must immediately reach an office in another building but you cannot take the time to "Walk" it over? The Lamson Automatic Switch System is your answer. This system was installed for, and should be used for just such situations. Within a fraction of a minute from the time you send your communication, it can be received in almost any building at the Aeronautical Center. Designated receiving and sending stations in these buildings are listed below. To assure prompt receipt of your communication, we suggest you phone the office of the addressee to alert them the message is on its way. Users of the Lamson System should make sure the carriers are returned to their designated station (each one is marked with the two-digit code) so each station will have an adequate supply.

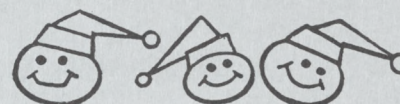
Station Locations

Building	Room No.	Dial No.
CAMI	272	B1
CAMI	C-152	B2
Base Maint.	Office	B4
MPB	17	B5
MPB	303	B6
ARB	B2	C1
Hgr 9	203E	D1
Hgr 9	308W	D2
Hgr 9	303W	D3
Hgr 9	343E	D4
Hgr 9	215E	D5
Hgr 9	115E	D6
Hgr 9	328E	D7
Hgr 9	118E	D9
HDQ	134	F1
HDQ	203	F2
WHSE	Area D	F3
WHSE	Area F	F4
WHSE	Area B	F5

SENDING INSTRUCTIONS

1. Set dial for desired station
2. Fasten carrier cover securely
3. Insert carrier felt head first.
4. Send in direction of arrow
5. Wait 10 seconds between dispatching of carriers
6. Keep papers away from suction lines.
7. Keep sending inlet door closed except when dispatching carriers.
8. Do not remove papers by pounding carriers.
9. Remove carriers from receiving chutes promptly.
10. PLEASE RETURN CARRIERS TO DESIGNATED STATIONS

For repair and service of Lamson System call X2687 or X2452.



GRIEVANCE PROCEDURES

The FAA grievance system encourages all employees to resolve their problems and dissatisfactions informally at the lowest possible level. The policies and procedures are in keeping with Commission regulations contained in FPM Chapter 771, which calls for informal and formal steps in the grievance procedure. An employee can file a grievance over any matter of personal concern or dissatisfaction which is subject to the control of FAA management. In addition, an employee may grieve any matter in which she/he alleges that coercion, reprisal, or retaliation has been practiced against her/him. The specific subjects covered and excluded from the grievance procedures are outlined in FAA Order 3770.2A. Employees desiring to grieve a particular act or occurrence must do so, either orally or in writing to their immediate supervisor within 15 calendar days of the event or the date that the employee became aware of it. It is mandatory that in most cases an employee seek resolution of a problem through the informal procedure before filing a grievance under the formal procedure. Further questions concerning grievances or appeals may be addressed to the Labor Relations Branch, AAC-16, X2638.

EMPLOYEE AWARDS

During the month of November, the following employees received awards as designated:

QUALITY INCREASE AWARDS

Ruby L. Williams, AAC-72; **Clifford Dodson**, AAC-113; **Robert G. Dempsey**, AAC-482A; **Frances P. Lanata**, AAC-828; **Donald L. Killmon**, AAC-931D; **Jack S. Oliver**, AAC-932A; **Peter Crowe**, BTL FIFO; **Gene R. Fair**, AFS-520.

SPECIAL ACHIEVEMENT AWARDS

Donald Lowrey, AAC-119; **Tona K. Griffith**, AAC-203; **Clara L. Rhone**, AAC-330; **David E. Reid**, AAC-451; **Alvin L. Petree**, AAC-482B; **Betty J. Mann**, AAC-482B; **Jess C. Hartley**, AAC-853; **Frederick R. Marks**, AAC-910A; **Karen Marek**, AFS-507; **Susan M. Williams**, AFS-580; **Charles Kenner**, ATL FIFO; **Helen Akins**, FAX FIFO; **Billy E. Allen**, **Donald S. Gilstrap**, **John D. Greer**, **Everett W. Hunt**, **Roy L. Keffer, Jr.**, **Richard C. McElroy**, **Thomas D. O'Leary**, **Charles R. Watson**, **Lynn R. Watts**, Group Award, OKC FIFO.

ADOPTED SUGGESTIONS

Frank R. Landers, **James W. Strahan**, and **John E. Burleson**, and **Monte R. Davis**, Data Services Division; **Jeffie A. Standridge**, FAA Depot; **Archibaldo Gonzoles**, FSNFO.

OFFICIAL LETTERS OF COMMENDATION

L. F. Maloy, AAC-50A; **Larry Marrow**, AAC-443; **Walter Schneider**, AAC-443; **Wayne Ledinski**, AAC-443; **Ted Wernick**, AAC-835; **Clifford R. Tucker**, AAC-835; **Billy R. Harbison**, AAC-835; **Maxwell C. Peck, Jr.**, AAC-912; **Patricia R. Caven**, AAC-932A; **James L. Beall**, **Lawrence L. Bicknell**, **Thomas C. Bonacki**, **Paul E. Colley**, **Paul A. Conway**, **Thomas R. Hickerson**, **Harry M. Hinkel**, **William H. Jordan**, **Warren N. Gillespie**, **Jack S. Oliver**, **Anacletus C. Queri**, **Charles L. Rhoads**, **Robert G. Slavin**, **Curtis L. Tyree**, **Orin J. Wardwell**, AAC-932A.

CIVIL RIGHTS COMMITTEE

The Aeronautical Center Civil Rights Committee was established under AC Order 3300.6A to provide a channel whereby ideas may be interchanged, communication among employees and between them and management be improved, and a soundingboard for discussion of problems outside the formalities and constraints of regulations. Its functions include, but are not limited to:

1. Suggesting methods for improving the employment environment.
2. Examining practices and procedures.
3. Reviewing proposed directives.
4. Providing for, or participating in, employee or Center-sponsored activities furthering the Civil Rights policy and goals of the Center.

Committee members are:

Al Jamison, AAC-912	X4548
Karla Stong, AAC-30	X4337
John Turner, AAC-351	X2603
Charles Booze, AAC-132	X4884
Linda Smith, AAC-22	X4300
Bill Beavers, AAC-850	X2101
Frank Falwell, AAC-52D	X4567
Shirley Murrell, AAC-912	X4738
Cliff Miner, AAC-26	X2719
Paula McCann, AAC-451	X2250
Bill James, AAC-410	X4341
Tom Morris, AAC-61	X2527
Bill Franklin, AAC-14C	X4507
Clyde Ables, AAC-9	X4381
Virgil Gettis, AAC-9	X4381

HAPPY NEW YEAR



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. daily from 12:30 to 4:30 p.m., except Wednesday.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: January 5, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
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ADMINISTRATIVE SERVICES DIVISION

AAC-77-302	Illustrator (Technical Equipment), GS-1020-9	AAC-43	1020
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Applicants must submit five to ten art work samples including technical equipment illustrations in cutaway, exploded or perspective views, and at least one full color rendering of any subject. Photographic copies or reproductions of work are acceptable. Art work will not be returned. All art work should be no larger than 8½ x 11" flat or folded copy. No rolled art work will be accepted.

FAA ACADEMY

AAC-77-303	Secretary (Stenography), GS-318-4	AAC-960	318
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AIRWAY ENGINEERING SUPPORT DIVISION

AAC-77-282*	Electronics Engineer, GS-855-13	AAC-1020	800
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Specialization is in radar.

*Closing Date: January 13, 1978

